

AN ORDINANCE amending the Municipal Code of the City of Fort Wayne, Indiana, Chapter 21, Sections 21-4, 21-5 and 21-6 to adopt the Transportation Plan for the City of Fort Wayne titled "Allen County 2010: A Transportation Plan for the Metropolitan Area:

WHEREAS, the Northeastern Indiana Regional Coordinating Council has prepared a Transportation Plan for the future development of the City of Fort Wayne in accordance with local, state and federal statutes; and

WHEREAS, the Northeastern Indiana Regional Coordinating Council in accordance with the policies of the Urban Transportation Advisory Board did have public/agency input on the development of the Transportation Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That Chapter 21, Sections 21-4, 21-5 and 21-6 of the Code of the City of Fort Wayne, Indiana, is hereby repealed and the following is hereby substituted:

Section 21-4: That the Transportation Plan, for the future development of the City of Fort Wayne, bearing date of May, 1992, and titled "Allen County 2010: A Transportation Plan for the Metropolitan Area," as prepared and adopted by the Northeastern Indiana Regional Coordinating Council and duly reviewed by the Fort Wayne Plan Commission at a business meeting on March 23, 1992, be and hereby is adopted as a part of the Fort Wayne Master and Comprehensive Plan.

Section 21-5: That said Transportation Plan, dated May, 1992, is hereby incorporated, by reference, and made a part of this Ordinance under authority of the Acts of the General Assembly of the State of Indiana.

1                   Section 21-6: That said Transportation Plan,  
2                   dated May, 1992, be and remain filed in the Office of the  
3                   Clerk of the City of Fort Wayne, Indiana.

4                   SECTION 2. That this Ordinance shall be in  
5                   full force and effect from and after its passage and any  
6                   and all necessary approval by the Mayor and due legal  
7                   publication.

8                   Curtis R. Edmund  
9                   Council Member

10                  APPROVED AS TO FORM  
11                  AND LEGALITY

12                  J. Timothy McCaulay  
13                  J. Timothy McCaulay, City Attorney  
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Read the first time in full and on motion by Edmonds, seconded by \_\_\_\_\_, and duly adopted, read the second time by title and referred to the Committee on Regulations (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at the Common Council Conference Room 128, City-County Building, Fort Wayne, Indiana, on \_\_\_\_\_ the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., E.S.T.

DATED: 4-28-92

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Edmonds, seconded by \_\_\_\_\_, and duly adopted, placed on its passage. ~~PASSED~~ ~~LOST~~ by the following vote:

Passed

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	<u>8</u>			<u>1</u>
BRADBURY				<u>✓</u>
EDMONDS	<u>✓</u>			
GIAQUINTA	<u>✓</u>			
HENRY	<u>✓</u>			
LONG	<u>✓</u>			
LUNSEY	<u>✓</u>			
RAVINE	<u>✓</u>			
SCHMIDT	<u>✓</u>			
TALARICO	<u>✓</u>			

DATED: 6-5-92

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL) (SPECIAL) (ZONING) ORDINANCE RESOLUTION NO. 9-27-92 on the 9th day of June, 1992

ATTEST:

(SEAL)

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Thomas P. Henry  
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 10th day of June, 1992 at the hour of 11:30 o'clock A. M., E.S.T.

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 11th day of June, 1992, at the hour of 3:50 o'clock P. M., E.S.T.

Paul Helmke  
PAUL HELMKE, MAYOR

# DIGEST SHEET

**TITLE OF ORDINANCE    GENERAL ORDINANCE**

DEPARTMENT REQUESTING ORDINANCE      NORTHEASTERN INDIANA  
REGIONAL COORDINATING COUNCIL

SYNOPSIS OF ORDINANCE THE TRANSPORTATION PLAN "ALLEN  
COUNTY 2010: A TRANSPORTATION PLAN FOR THE METROPOLITAN  
AREA" MAY BE ADOPTED AS PART OF THE FORT WAYNE MASTER AND  
COMPREHENSIVE PLAN.

9-92-04-34

EFFECT OF PASSAGE TRANSPORATION PLAN WILL BE ADOPTED AND  
MADE A PART OF THE CITY OF FORT WAYNE MASTER AND  
COMPREHENSIVE PLAN.

EFFECT OF NON-PASSAGE TRANSPORTATION PLAN CANNOT BE  
ADOPTED.

**MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS)**

**ASSIGNED TO COMMITTEE (PRESIDENT)**

BILL NO. G-92-04-34

REPORT OF THE COMMITTEE ON  
REGULATIONS

CLETUS R. EDMONDS, CHAIR  
MARK E. GIAQUINTA, VICE CHAIR  
RAVINE, SCHMIDT

WE, YOUR COMMITTEE ON \_\_\_\_\_ REGULATIONS \_\_\_\_\_ TO WHOM WAS

REFERRED AN (ORDINANCE) (~~RESOLUTION~~) amending the Municipal  
Code of the City of Fort Wayne, Indiana, Chapter 21, Section 21-4  
21-5 and 21-6 to adopt the Transportation Plan for the City of  
Fort Wayne titled "Allen County 2010: A Transportation Plan  
for the Metropolitan Area:  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

HAVE HAD SAID (ORDINANCE) (~~RESOLUTION~~) UNDER CONSIDERATION  
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID  
(ORDINANCE) (~~RESOLUTION~~) \_\_\_\_\_

DO PASS

DO NOT PASS

ABSTAIN

NO REC

*C.R. Edmonds*  
*C. Giaquinta*  
*R. Schmidt*

DATED: 6-9-92

Sandra E. Kennedy  
City Clerk



# **ALLEN COUNTY 2010:**

**A TRANSPORTATION PLAN FOR THE METROPOLITAN AREA**

*Prepared by*

**Northeastern Indiana  
Regional Coordinating Council**

*in cooperation with*

**Indiana Department of Transportation**

*and*

**United States Department of Transportation**

**May, 1992**

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**May, 1992**

# TABLE OF CONTENTS

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CHAPTER 1.	INTRODUCTION	1
	Historical Background	1
	Study Process	7
	Report Organization	8
CHAPTER 2.	BASE YEAR AND PLANNING YEAR SOCIOECONOMI DATA	11
	Base Year (1985) Estimates	13
	Planning Year 2010 Projections	18
CHAPTER 3.	TRAVEL FORECAST ON THE EXISTING PLUS COMMITTED TRANSPORTATION SYSTEM	27
	Travel Forecasting Process	28
	Analysis of Regional Activity Forecast	32
	Trip Generation	35
	Trip Distribution	37
	Estimation of Modal Choice	41
	Evaluation of the Existing Plus Committed System	41
	Conclusion	48
CHAPTER 4.	EVALUATION OF ALTERNATIVE TRANSPORTATION SKETCH PLANS	53
	Aternative Network Testing	54
	Roadway Design Standards	55
	Highway Alternatives	55
	Transit Alternatives	64
CHAPTER 5.	SELECTION OF THE RECOMMENDED PLAN	69
	Documentation of Public and Agency Input	69
	Factors Influencing Plan Selection	72
CHAPTER 6.	THE SELECTED PLAN	75
CHAPTER 7.	FUTURE EFFORTS AND IMPLEMENTATION	87
	Future Efforts	88
	Implementation	93



## CHAPTER 1

# INTRODUCTION

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As changes occur in the Fort Wayne-New Haven-Allen County Transportation Study Area, the roadway and transit system must be improved to respond to new and increasing travel demands. This report is the culmination of a process which has resulted in the update of the Year 2005 Transportation Plan which effectively responds to these changing needs. The update has been titled *Allen County 2010: A Transportation Plan for the Metropolitan Area*. This technical report summarizes the work performed and the recommendations developed in the preparation of the transportation plan update.

## HISTORICAL BACKGROUND

The geographic location of the Fort Wayne Urbanized area has been and is of prime importance. Located in the northeastern corner of Indiana, the urbanized area serves as the major transportation center not only for northeastern Indiana, but also for northwestern Ohio and southern Michigan.

The importance of Fort Wayne's location was understood by the earliest settlers who took advantage of the access afforded them

by the junction of three major rivers - the St. Mary's, St. Joseph, and Maumee. The early development of the transportation system in Fort Wayne focused on the utilization of these three rivers and the eventual development of canals in the early 1840's which opened travel to the east and west. The river and canal systems attracted businesses and industries in search of easy accessibility to other marketing and distribution areas.

When railroads were developed during a period from 1850 to 1870, they added a new dimension to travel. The use of the rivers and canals for transportation declined. The railroads then began to take over as the major factor affecting commercial and industrial development as well as the growth of the urban area itself. During this period of the city's history, its population was growing by 35 percent every 10 years.

Although the central city was growing rapidly, the road network as developed in its earliest days remained basically the same, with transportation movement within the city aided by a light rail system. In the city's earliest days the river and rail systems were an asset to its growth and development, but with the introduction of the automobile and truck, the very facilities which had once aided travel now hampered it with structures built for an earlier era.

The post-World War II era saw the establishment of federal loan mortgage insurance programs. The city then began to expand outward, pushing away from the solidarity of the central city. One response to the city's increasing size was the construction of a bypass around the north and east edges in the 1950s.

This commercial strip with a multitude of access points is now known as Coliseum Boulevard (U.S. 24/30). The bypass attracted commercial development north of the city due to a lack of access control on the facility. Overnight, rural roads in the north were turned into major thoroughfares for residential and commercial traffic, a trend which continues to this date, although at a reduced pace.

In 1992, the Fort Wayne urbanized area continues to be faced with a variety of transportation problems associated with the growth of the past few decades. The street system within the urbanized area is located on narrow rights-of-way. An insufficient number of bridges combined with an existing radial thoroughfare system results in a majority of traffic traveling through the central business district of Fort Wayne.

The radial system also has created hazardous diagonal intersections with acute entry angles. There are numerous jogs at major intersections. Many of the major arterials flowing north-south and east-west lack continuity. Narrow bridges and narrow railroad

underpasses have served to restrict traffic flow in the urbanized area. Acknowledged to be a major industrial center, Fort Wayne has a large number of heavy trucks and trucking terminals which place additional burdens on the transportation system.

The goal of the transportation planning process is to achieve an efficient and safe transportation system for movement of people and goods while simultaneously improving the socioeconomic and environmental conditions of the area. Such a system also must minimize energy consumption and reduce air pollution.

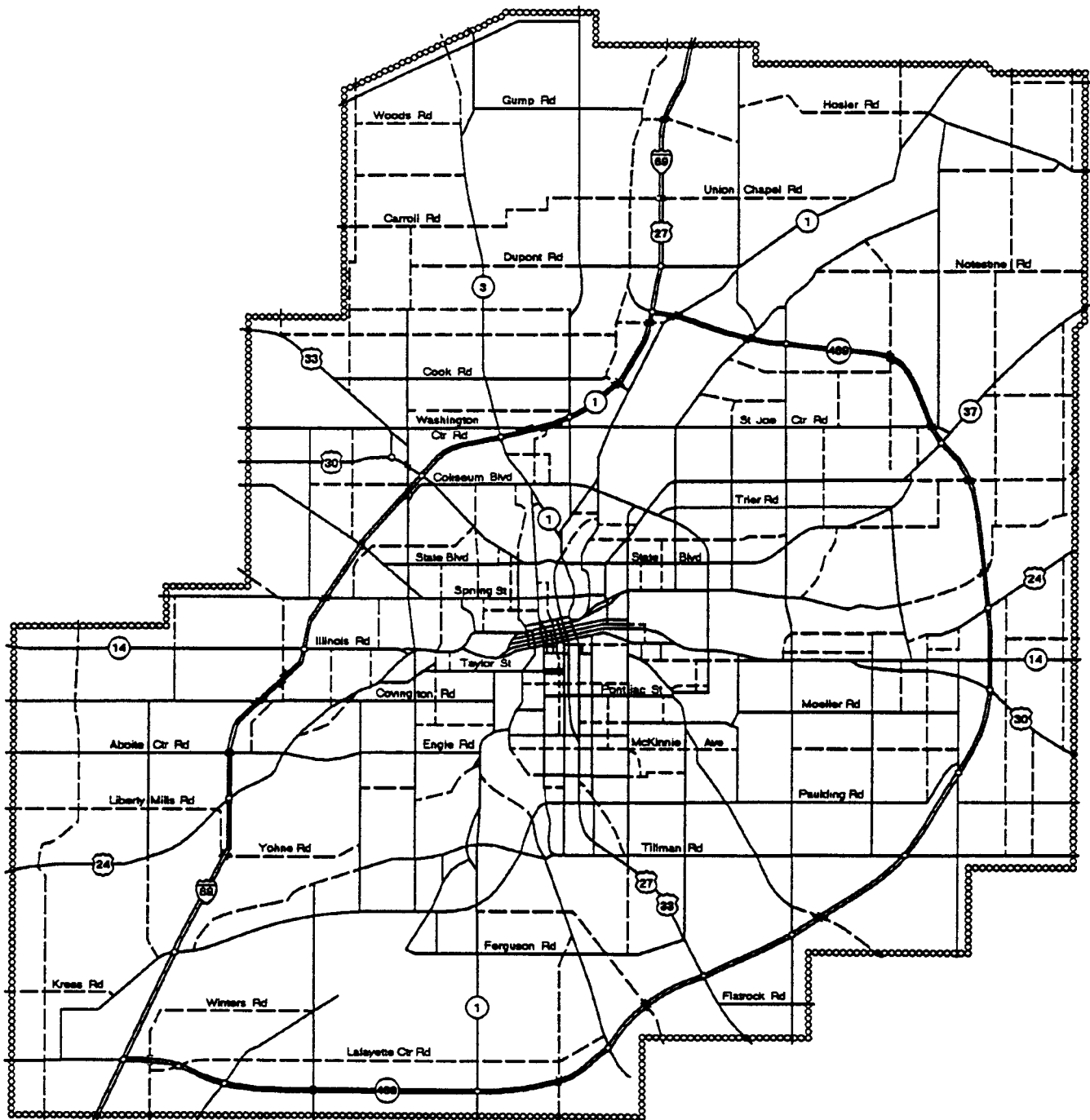
Several major socioeconomic changes have occurred in the community during the nineteen seventies and eighties. One change was the closing of two International Harvester production facilities which had served as a major employment base in the transportation study area. In contrast, General Motors has built a light duty truck assembly plant in southwest Allen County. This location is in an area where agricultural land uses have existed for years. The City of Fort Wayne has also, and continues to, redevelop the downtown area through a Downtown Development Plan.

The construction of new housing in southwest and northern Allen County has been significant. New industrial parks have developed in several areas including northwest Fort Wayne and Allen County, the City of New Haven, and around the Fort Wayne International Airport. Commercial and retail development has proliferated along

the Interstate-69 corridor and continues to concentrate in northern Fort Wayne near Glenbrook Mall. A major medical center at the Interstate-69 and U.S. Route 24 interchange will have a major impact on traffic and serve as a catalyst for future growth.

It is growth and changes such as those described above which foster the need to reconsider, and re-evaluate, the long range transportation plan. A transportation plan is a dynamic tool necessary to guide decision making concerning project selection, implementation, and community growth. Therefore, it must be flexible enough to accommodate change, yet provide a solid base as decisions are made about our present and future transportation system. The long range transportation planning process as administered for the Fort Wayne/New Haven/Allen County Transportation Study Area (see Figure 1), strived to achieve such a balance between flexibility and commitment.

The fact that limited resources and environmental concerns will not tolerate massive highway improvement projects without first maximizing the efficiency of the existing system has been recognized. The development of the Year 2010 Transportation Plan seriously considered transportation policies to reduce congestion and improve system efficiency through non-traditional measures. Policies aimed at reducing congestion through better management of traffic operations, access management, and enhanced transit services were formulated.



**Figure 1**

## Fort Wayne/New Haven/Allen County Transportation Study Area

A complete and comprehensive review of previous transportation plans was undertaken as a component of this plan. Each project was scrutinized on its own merit as well as its ability to contribute to the efficiency of the overall plan. The plan represents a cooperative effort by the state, local governments, public transportation, and area residents. We are proud to present *Allen County 2010: A Transportation Plan for the Metropolitan Area*.

#### **STUDY PROCESS**

The study process used to develop the long-range transportation plan update was based upon the following work phases:

1. Forecast of Socioeconomic Data - Year 2010
2. Forecast Year 2010 travel Demand
3. Develop and Evaluate Alternative Projects
4. Refine the Selected Plan
5. Selection of the Recommended Plan

An inventory and analysis was conducted of existing and future socioeconomic data necessary to set the stage for plan development. The projected socioeconomic data allowed for the forecasting of future travel demands. These demands were analyzed on the Existing plus Committed network, and the proposed 2005 transportation system.

As a result of these analyses, several projects were identified which would eliminate or significantly improve problems with the existing road and transit networks. The list of projects were



reviewed and screened by the Urban Transportation Advisory Board (UTAB) and the Transportation Technical Committee (TTC). Alternative plans and concepts were developed and evaluated. Based upon the findings of this evaluation and the planning, policy, and engineering judgements of UTAB and TTC, a final plan was selected.

These technical work phases are documented more thoroughly in the following chapters. This report serves as a guide to and a summary of the technical background information produced during the plan update. For further information concerning the long-range transportation planning process for the Fort Wayne/New Haven/ Allen County area please consult the *Fort Wayne/New Haven/ Allen County Long-Range Transportation Study Update, Final Report, June 1986* prepared by the Northeastern Indiana Regional Coordinating Council or the *Fort Wayne/New Haven/ Allen County Long-Range Transportation Study Update, Final Report, April 1981* prepared by the Northeastern Indiana Regional Coordinating Council and related work papers.

## **REPORT ORGANIZATION**

This report documenting both the process for the long range transportation plan as well as the plan itself, is organized into seven chapters:

Chapter 2 - discusses the base year and planning year socioeconomic data used to forecast future transportation needs and to identify improvements to meet those needs.

Chapter 3 - presents the travel forecasting procedures for the year 2010 transportation system. It describes in detail how these travel forecasts were developed and the significance of the findings.

Chapter 4 - documents the evaluation of the alternative transportation sketch plans. Included is a discussion of new road projects and transit proposals, and the results of the network testing of the alternatives.

Chapter 5 - discusses the public and government agency input obtained throughout the development of the plan update. Factors which affected the selection of the recommended plan are presented.

Chapter 6 - presents the selected 2010 long range transportation plan and recommended policies and improvements.

Chapter 7 - presents some future implications and effects of the long-range transportation plan and discusses new strategies for managing urban congestion.

## CHAPTER 2.

### BASE YEAR AND

### PLANNING YEAR SOCIOECONOMIC DATA

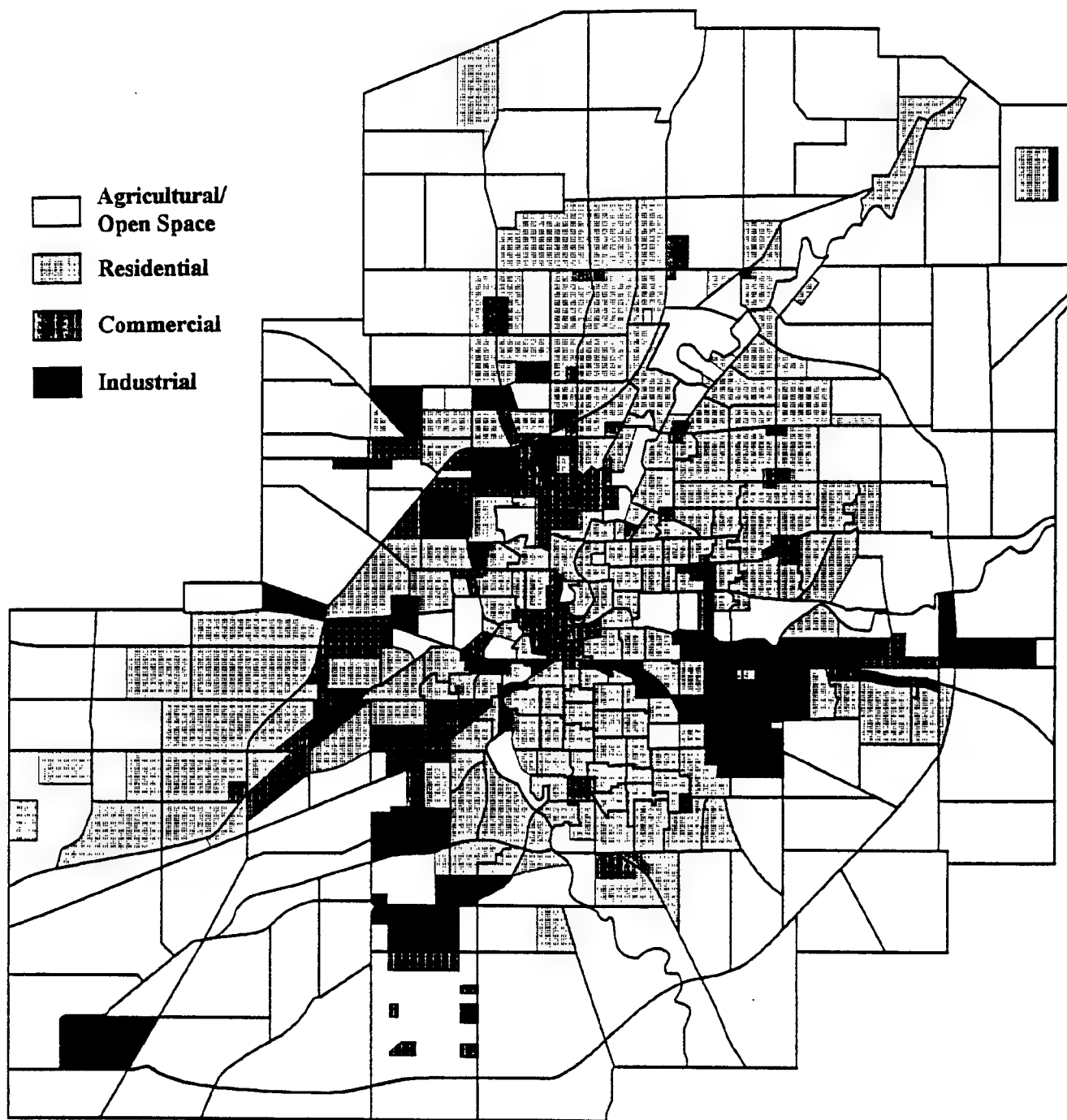
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Reliable data for the base year (1985) and estimates of the planning year (2010) socioeconomic data were essential to the transportation planning effort. The travel demand models were initially tested and calibrated utilizing 1979 data. The model has subsequently been retested twice for accuracy, once using 1980 data and more recently utilizing 1985 socioeconomic conditions.

The planning year estimates were used to forecast future transportation needs and to identify transportation improvements necessary to meet those needs. The socioeconomic data developed for this study included estimates of population, dwelling units, auto ownership, and employment. Existing and projected land uses are an important input to the transportation plan due to the close relationship between land use and travel demands. Existing land uses are shown in Figure 2.

The aggregate socioeconomic estimates were made for small areas within the study area for planning purposes. These areas are



**Figure 2**

## Existing Land Use

referred to as traffic districts and traffic zones, with zones representing the smallest unit of land. The traffic districts and traffic zones are displayed in Figures 3 and 4, respectively.

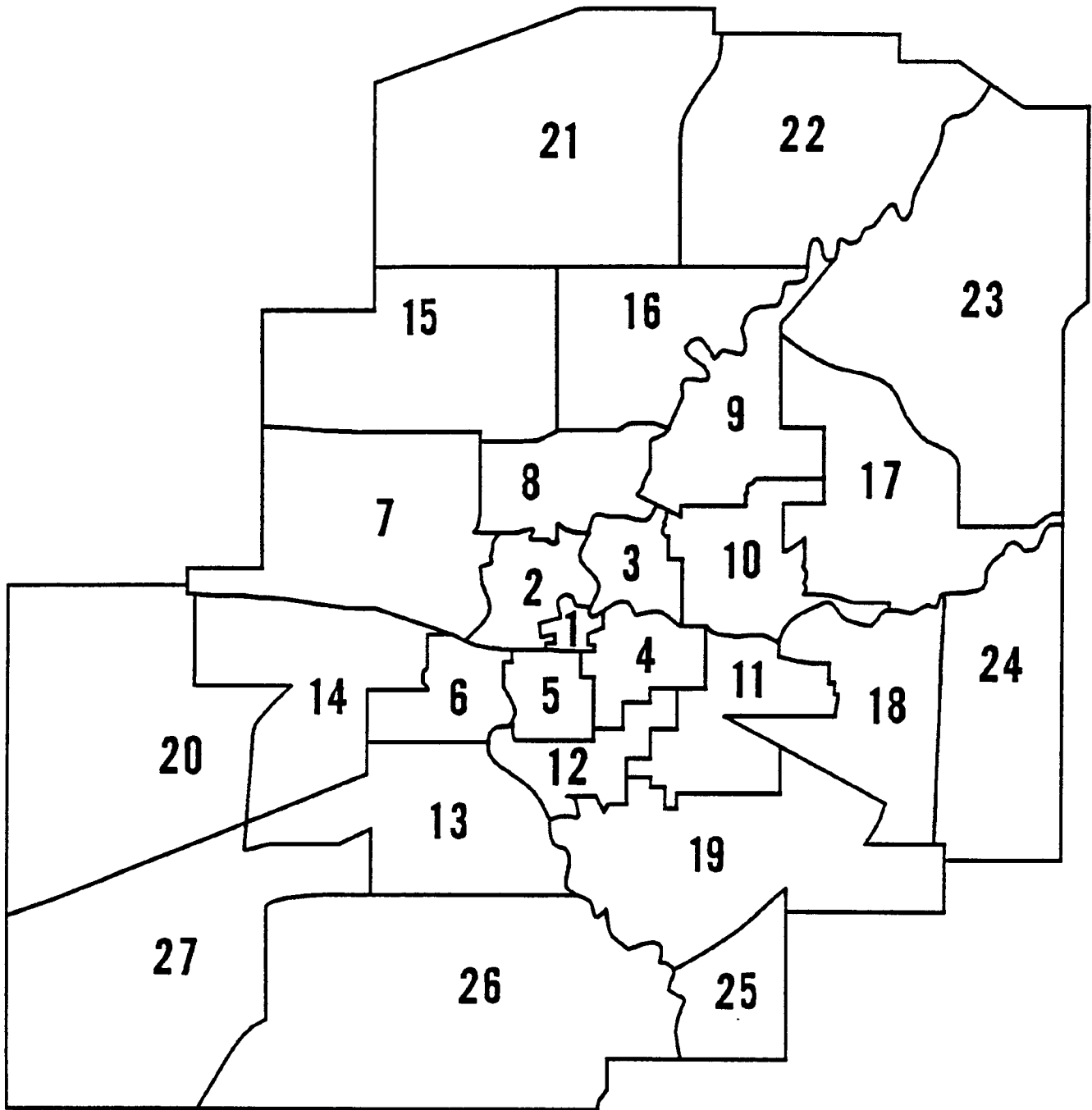
There are a total of 27 traffic districts and 317 traffic zones in the study area. In addition, there are 36 external stations which represent major points of entry and exit around the perimeter of the study area. The structure of the traffic districts and traffic zones was based upon the following criteria:

1. The location and concentration of population and employment.
2. The availability of demographic, economic, land use and natural resource data.
3. The ability of the traffic zone boundary alignment to conform with major street alignments.
4. The direct allocation of complete census block data without a need for splitting census data.

The accuracy and level of detailed socioeconomic estimates ensure that reliable and efficient transportation service plans can be provided for future needs of the study area.

#### **BASE YEAR (1985) ESTIMATES**

The year 1985 was established as the base year for this transportation plan update. Throughout the development of the plan update, 1990 census information gradually became available and was incorporated into the analysis and evaluation. This information proved useful in validating the accuracy of the 1985 data. The



**Figure 3**

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**Traffic Districts**

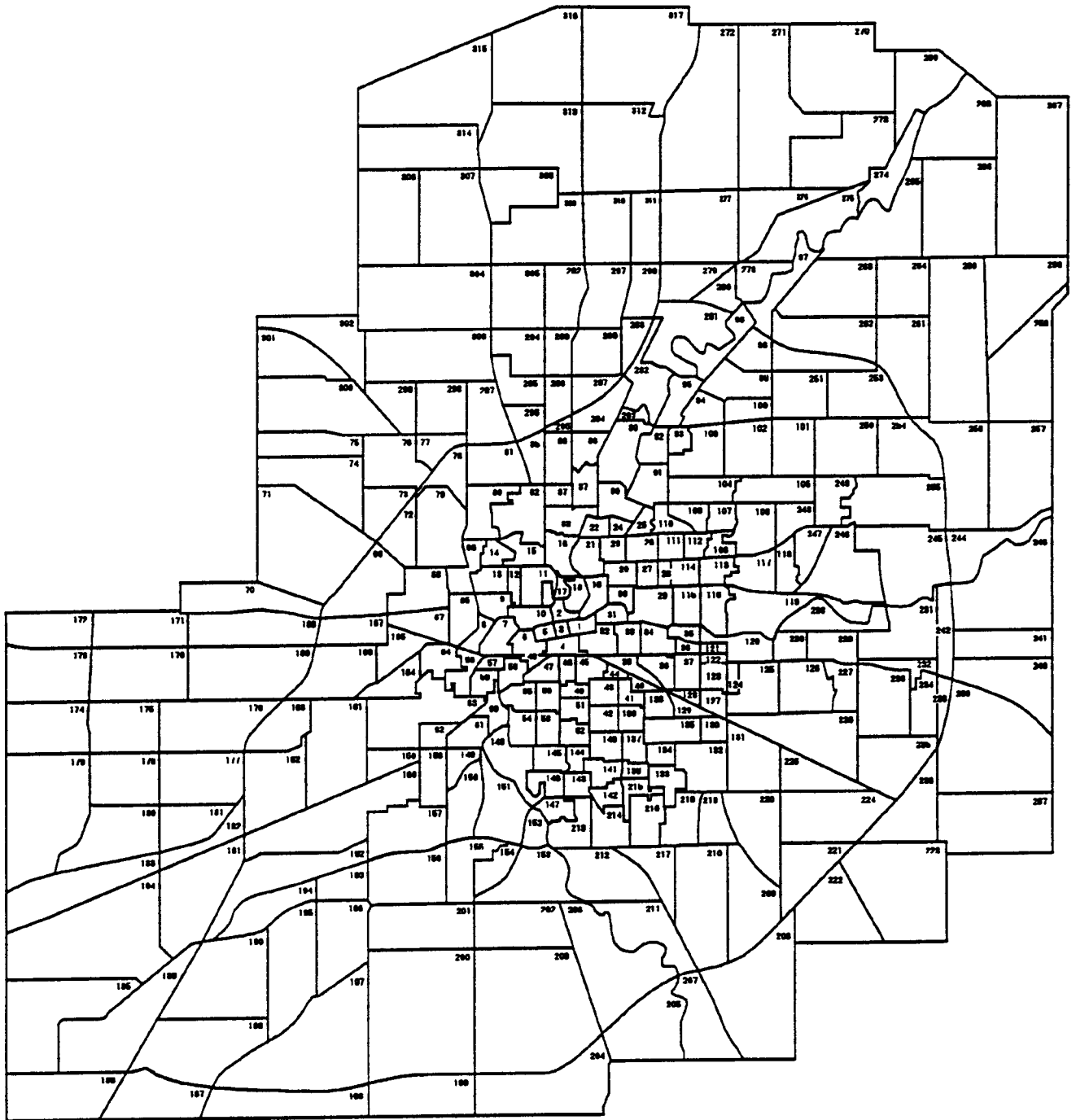


Figure 4

## Traffic Zones



estimates of the 1985 socioeconomic variables for each traffic zone are presented in Appendix A. The methodology used for preparing these estimates is discussed in the following narrative.

### Population

The population figures for base year 1985 were derived from two primary sources of information. These include 1980 census block statistics and local building permits.

The 1980 census block statistics were hand aggregated to represent the population of individual traffic zones within the urbanized area. In the non-urbanized area where census block data was not available, census enumeration district statistics and Allen County aerial photographs were used. This effort provided 1980 traffic zone population figures.

The 1985 population figures were obtained by reviewing all building and demolition permits issued in Allen County from 1980 to 1985 including the Cities of Fort Wayne and New Haven. The building and demolition permits were allocated to traffic zones to acquire the number of new or removed dwelling units in each zone. To convert dwelling unit totals to population figures, a *persons per household* factor was applied. The factor was representative of the respective traffic zone. The population figure obtained through the permit process was then added to or subtracted from to the 1980 figure, providing 1985 population data.

### Dwelling Units

The primary source for base year dwelling unit data for the urbanized portion of the study was the 1980 census block information. This data was compiled exactly like the population figures. In non-urbanized areas census enumeration districts and aerial photographs provided the necessary information. The 1980 data was updated to provide 1985 figures by reviewing building and demolition permits.

### Automobile Ownership

Vehicle ownership information for Allen County was obtained from the Indiana Bureau of Motor Vehicles for the years 1980 through 1985. The number of automobiles per traffic zone was calculated using vehicle per household ratios based on historical data provided by a geographic information system. These ratios were reviewed and refined based on the relationship of household incomes specific to individual traffic zones and automobile ownership. Each zone was evaluated and compared to an aggregate control total to ensure a fair distribution of vehicles.

### Employment

The primary source of employment data was based on 1984 Allen County employment inventory obtained from the Indiana Employment Security Division through assistance from the Indiana Department of Transportation. The employment locations were allocated to the

proper traffic zone. A list of employment by category and by traffic zone was derived from this inventory for the study area.

The employment data was further stratified by Standard Industrial Classification (SIC) Codes. Based on these codes, employment was grouped into three categories: industrial, retail and other. Industrial employment includes construction, manufacturing, warehousing, and wholesale trades. The retail category includes: food, bakery, and dairy stores; eating and drinking establishments; general merchandise retailing; motor vehicle retailing; service stations and repair services; and other retail trades. All remaining employment classifications are included in the "other employment" category such as medical and legal services, banking and investment institutions, and numerous other types of businesses.

#### **PLANNING YEAR 2010 PROJECTIONS**

Several general planning assumptions which guided the socioeconomic projections for the Year 2000 Plan and the Year 2005 Plan were also used for the Year 2010 Plan. The following narrative describes the basic assumptions governing the development of the projected data.

1. Information released from the U.S. Bureau of the Census indicates that nationally, the average number of persons per dwelling unit has steadily decreased over the last twenty

years. As the nation approaches zero population growth, it is assumed that the ratio will level off and remain fairly constant. According to 1970 census data, the ratio of people per dwelling unit for the City of Fort Wayne was 2.9 and for the remaining portion of Allen County was 3.55. The 1980 census indicates a decrease in this ratio to 2.61 and 3.18 respectively. The 1990 census reveals a continuing decline for this ratio with the City of Fort Wayne reporting in at 2.24, the City of New Haven at 2.64, and the remaining portion of Allen County at 2.81. Assuming that this ratio is stabilizing, the persons per dwelling unit for the year 2010 were established at an average of 2.42 for the transportation study area.

2. Planning efforts within Allen County and the Cities of Fort Wayne and New Haven will be able to influence the direction and magnitude of development. Prime agricultural land will be preserved and development will take place in areas with suitable soil types. The majority of all development will occur in the urbanized area or immediately adjacent to the urban area. The majority of industrial development will occur in the county, with significant potential in and near the City of New Haven. The City of Fort Wayne will continue to attract new industry, however growth is expected to occur predominantly from expansion of existing facilities. All

commercially zoned acreage in the City of Fort Wayne will be developed by the year 2010.

3. Population growth within the municipal city limits is restricted to those areas currently undeveloped and zoned for residential use. It is assumed that all usable residentially zoned areas currently within Fort Wayne's corporate limits will be developed by the year 2010.
4. Downtown Fort Wayne revitalization efforts will continue and residential development will be encouraged in specific areas of the central business district.
5. Areas adjoining the rivers will be affected by a decline in population and housing due to federal restrictions on construction and reconstruction in floodplains. Local floodplain management activities will conform to the federal specifications.
6. The limited amount of available land in St. Joseph Township will be developed for residential and commercial purposes. Aboite Township will continue to be an area of intense development in the western portion of Allen County. Townships in northern and northwestern sections of the urban area are expected to experience diversified development by the year 2010.

7. Industrial Development is expected to continue on available land adjacent to the Fort Wayne International Airport. Other areas where industrial development is likely to occur include: land west of the airport toward Interstate-69; southeast of the east-end industries; north of the Interstate-69 and State Road 3 interchange; and east of New Haven.
8. People will continue to be energy conscious and own vehicles which will provide for more miles per gallon of fuel than at present. The national average ratio of automobiles per household increased significantly throughout the 1980's. It is expected that this ratio will soon stabilize and remain fairly constant. The current ratio for the transportation study area as a whole is approximately 1.8 vehicles per household. The anticipated ratio for the year 2010 will remain essentially the same.
9. Population migration from rural areas of Allen County to the urban area is a trend which will continue through the year 2010 as the urban area continues to grow. Population statistics show that in 1970 the study area maintained 91 percent of Allen County's population. The 1990 statistics show that the study area contains slightly over 92 percent of the county's population. This change is due to limited growth in the small rural communities.

10. Development will occur near the new 469 bypass, with concentrations of intense development near the major interchanges. This highway is designed as an interstate facility and upon completion will be designated Interstate-469. The projected development along this corridor is associated with interstate type facilities.

Following these assumptions, the preliminary projections of future development in the study area were as accurate as practicable for the planning period. The projections were adjusted to reflect the characteristics of individual traffic zones. The methodology for preparing these projections is contained in the following discussion. A table displaying the year 2010 socioeconomic data is provided in Appendix B.

#### Population

The first task in projecting the population for the year 2010 was to establish a population control total. The development of a population control total for the Year 2000 Plan was conducted using the Cohort Survival method. This process was jointly completed by the Allen County Plan Commission and the Fort Wayne Community Development and Planning Department. Through these efforts, a control total of 388,953 was established for the transportation study area. Upon completion of the 1980 census, the population projection was revised due to less than anticipated growth. The control total was scaled down to 338,313.



For the preparation of the Year 2005 Plan, a population control total of 340,492 was developed. This figure was considered conservative allowing for an average yearly population growth of approximately 1.3 percent. The 1990 census information indicated a need to further scale down the population projections for future years. This led to the development of a year 2010 population control total of 315,289 for the transportation study area. This allows for a conservative growth rate of less than one percent per year.

Population projections for individual traffic zones within the transportation study area were developed by first comparing 1985 and 2005 figures. Through assistance from staff of the land-use division of the Allen County Department of Planning Services and Fort Wayne Community Development and Planning Department, zones were individually analyzed for their development potential. Each zone was judged for its suitability for development based upon criteria such as utility availability (water, sewer, etc.), current rates of development, density thresholds, soil types, and topography.

This analysis yielded the expected number of new dwelling units to be constructed by the year 2010 for each zone. The persons per dwelling unit factors (see page 11) were applied to calculate the additional population per zone for the entire study area. The additional population figures were then added to the base year 1985

figures to gain a 2010 projected population total for each traffic zone.

Final adjustments were made to match the control total with the population projections. Special attention was place on traffic zones which may reach their density thresholds and individual zones with unusual characteristics such as floodplain zones, central business district zones, and zones in high growth townships.

#### Dwelling Unit

Dwelling unit figures were determined through the process described for population data whereby each zone was individually analyzed for its residential development potential. Once population figures were established, a ratio of persons per households was used to obtain the number of dwelling units. The average ratio of 2.3 was used for city zones and 2.6 for the zones outside the City of Fort Wayne.

#### Automobile Ownership

Automobile ownership projections were derived by applying ratios of automobiles per dwelling unit to the 2010 dwelling unit figures. The assumption was made that these ratios would remain fairly constant through the year 2010 in the transportation study area. A ratio of 1.8 automobiles per dwelling unit was used as a guide,

with certain zones receiving a higher or lower value depending on individual characteristics and historical information.

### Employment

A land-use estimation process was used to derive the projections of employment for each zone in the study area. The staff of the Allen County Department of Planning Services and the Fort Wayne Community Development Planning Department evaluated each traffic zone for its development potential. The employment projections were divided into three categories: industrial, retail, and other.

The estimations were based upon past development trends and specific characteristics of each zone. Soil type, topography, zoning restrictions, access to utilities, and surrounding land uses were the major criteria used to evaluate the potential for development. The control guide for estimating future land development was the assumptions (see pages 13-16) discussed earlier in this chapter. The additional employment figures were added to the base 1985 figures to derive zonal employment data for the year 2010.



## CHAPTER 3.

# TRAVEL FORECAST ON THE EXISTING PLUS COMMITTED TRANSPORTATION SYSTEM

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The principal function of the year 2010 transportation plan update was to develop forecasts the 2010 travel demands in the Fort Wayne-New Haven-Allen County region. The travel forecasting process loaded the 2010 travel demands on two separate transportation systems. The travel demands are based upon the projected socioeconomic data. Both the existing plus committed (E+C) transportation system and the year 2005 transportation system were analyzed for the development of the 2010 plan.

The 2010 socioeconomic projections were input to generate travel demands on the two transportation systems. The transportation systems include both highway and transit networks. The purpose of analyzing the E+C system was to establish a scenario reflecting future deficiencies on a system where no improvements would be made, a do-nothing scenario. The 2005 transportation system was analyzed to review all the highway and transit projects and assumptions as documented in the 2005 Plan. Through this series

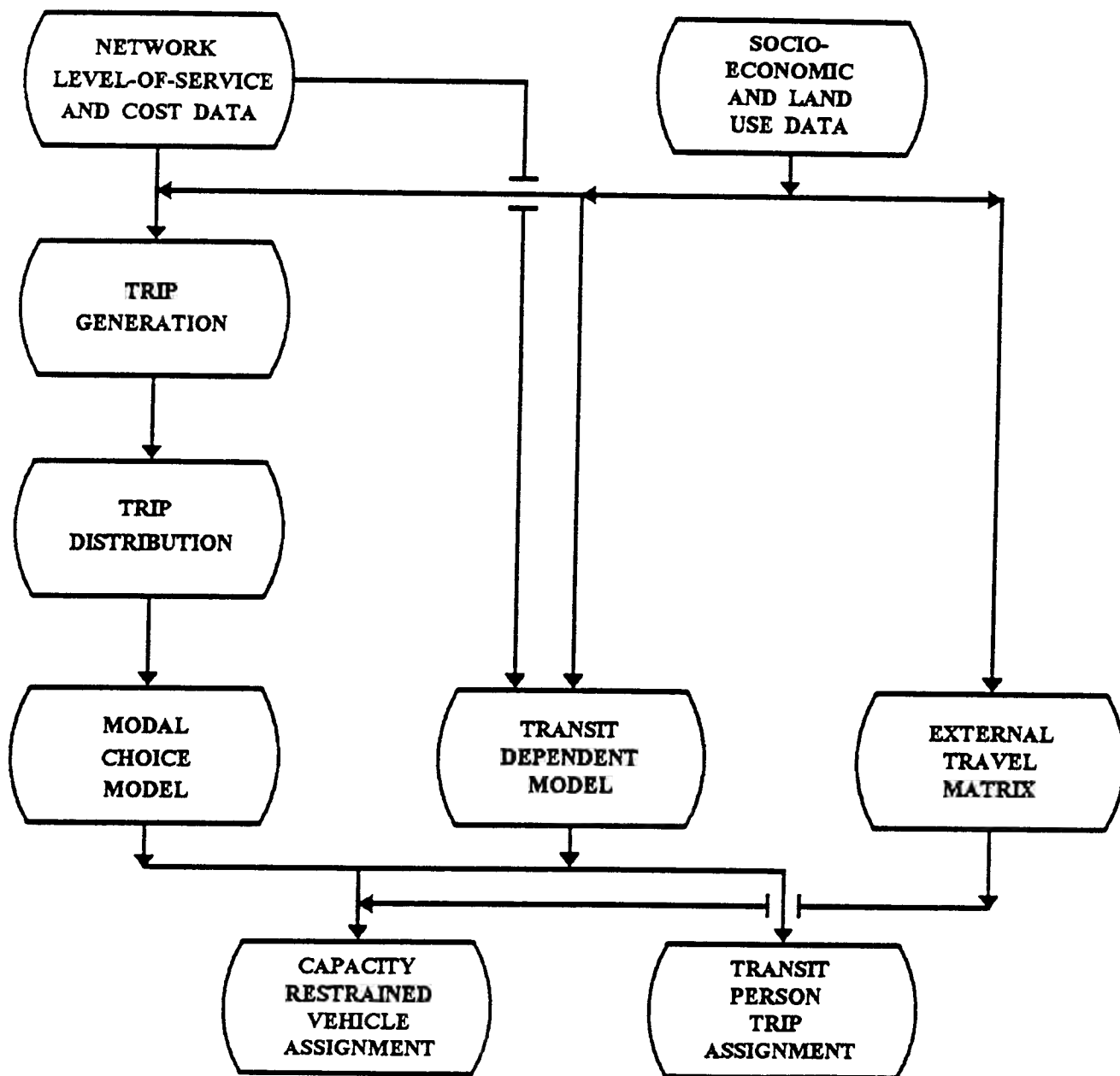
of analyses, future deficiencies were analyzed and evaluated, and project justification was developed.

### **TRAVEL FORECASTING PROCESS**

The methodology used to forecast travel demands for the year 2010 is the same that was used for the 2000 and 2005 Plans. Figure 5 displays a flow chart which schematically describes the forecasting process. The forecasting, or modeling process used for this study and all previous studies is a standard approach for such work.

The travel demand forecasting model used for the Allen County metropolitan area follows standard guidelines yet it is specially tailored for the area. The model includes modal choice to represent decisions people make between alternative travel modes, automobile or transit. Trips are loaded onto the highway system with a capacity restraint trip assignment procedure. This procedure replicates how drivers chose alternative routes when their preferred route becomes congested. Only the general approach to the modeling process will be described in this section to set the context for discussions on results of the travel forecasting procedure.

The travel forecasting procedure is composed of a series of sequential mathematical models that describe the separate but related aspects of travel patterns. Trip generation models are



**Figure 5**

## Travel Forecasting Procedure



used to estimate the number of trips starting and ending at various locations in the region. The models develop trip estimates for seven different types of trips including: home-based work; home-based business; home-based social; non home-based; truck; external local; and external to external. These are referred to as trip purposes and represent virtually all types of trips people make on a normal day.

The trip distribution models connect the trip origin and destinations. The pattern of distribution is accomplished by allocating trip origins among available destinations according to the *gravity concept*. The gravity concept states that the number of trip movements (origins) distributed to a given destination is proportional to the size of the trip destination and inversely proportional to the time (or distance) separating the origin and destination. This means that trip origins and destinations are related by their respective proximity, accessibility, and degree of attractiveness to one another.

The mode choice models allocate distributed trips to a transit or auto mode according to the total cost and time of travel for each respective mode. The socioeconomic characteristics of a traveler are also accounted for in the model. Travel assignment procedures follow mode choice to complete the forecasting process. The assignment model allocates trips for each mode to paths based on the minimum travel time between origin and destination.

The initial travel demand forecasts for the year 2010 were prepared from the future activity estimates as described in Chapter 2. The trips generated by this urban activity forecast were distributed to obtain travel patterns and split among the available modes. This forecast was assigned to the existing plus committed transportation system. The same travel demands were also assigned to the year 2005 transportation system.

This process permitted the assessment of how well the level-of-service and capacity provisions of both systems performed under the strain of the year 2010 travel demands. The assigned trips on each mode were further examined to evaluate the deficiencies on various portions (links and corridors) of the two systems. Highway and transit networks were analyzed for both the E+C and 2005 transportation systems.

Preliminary sketch plans were developed as a result of this process. The sketch plans were reviewed by the community at numerous public sessions and by the Northeastern Indiana Regional Coordinating Council's advisory committees. The revisions proposed during this review were included in the evaluation process for development of a final plan.

## ANALYSIS OF REGIONAL ACTIVITY FORECASTS

Regional control totals were established for each variable as the first step in the projection of year 2010 socioeconomic conditions. Table 1 compares base year (1985) and forecast year (2010) regional control totals for each of the key variables influencing travel demands.

Table 1.  
SUMMARY OF REGIONAL SOCIOECONOMIC VARIABLES

Socioeconomic Variable	1985 Base Year	2010 Forecast	Percent Increase	Annual Compound Rate
Population	271,941	315,289	15.9	0.59%
Dwelling Units	108,004	130,370	20.6	0.75%
Automobile Ownership	191,169	237,969	24.5	0.88%
Per Person	0.70	0.75	7.1	0.28%
Per Household	1.77	1.83	3.4	0.13%
Employment				
Retail	36,154	67,230	85.9	2.51%
Industrial	47,287	48,266	2.1	0.08%
Other	43,725	69,682	59.4	1.88%
Total	127,166	185,178	45.6	1.50

The socioeconomic projections reveal modest increases in all the major socioeconomic variables for the transportation study area. The 2010 projections for population and employment are less than those established for the 2005 transportation plan. The dwelling unit control total for 2010 is slightly higher than the 2005 control total, reflecting the growing trend of smaller households (persons per household).

The automobile ownership total represents a similar value to the existing level of automobiles per household. In comparison to the 2005 forecasts, this value represents the most significant modification. The 2005 forecast for automobile ownership was a conservative estimate, the 2010 figure is more realistic. This modification is due to the continuing trend of more automobiles per household.

In the late seventies and early eighties, it was anticipated that limited energy resources would induce a reduction in automobile ownership. Recent data however, indicates this phenomenon has not occurred, and as a result our forecasts were modified accordingly. It is anticipated that this trend will stabilize in the near future as we reach saturation levels of vehicles per household and as households decrease in size.

Retail employment has been the fastest growing source of employment in the Fort Wayne area since the 1970's. A steady growth rate in this employment category is expected to continue but will level off and begin to increase more gradually. The 1985 employment figures are not the best representation of normal employment for the area. The economy of the region was still relatively sluggish during this period. More prosperous times did not begin until late 1986.

The preliminary 1990 employment figures indicate a slightly different picture. They are more representative of normal economic

activity and recent employment levels than the 1985 figures. They indicate a total employment figure of approximately 160,000 for the transportation study area with an estimated 57,000 employees in retail trades. The economic recovery took place in this area from 1985 to 1990. With this in mind, the employment projections are relatively modest.

The industrial employment has remained fairly consistent over time with a conservative growth pattern. The loss of International Harvester and related industrial employment in the early eighties was partially offset by the new General Motors facility built in the mid eighties. The other employment category has remained fairly consistent with respect to its rate of growth over the years. This category is expected to rival the retail sector for new growth in upcoming years. The information service and high technology trades are represented by this category.

The general growth patterns of the socioeconomic variables indicate that existing travel corridors will remain important to the basic travel pattern of the year 2010. The northeast and southwest areas of the region will remain active in terms of socioeconomic growth. The northwest will be placed under more intense development pressure, a trend already underway. The areas around major interchanges of the new 469 bypass will be ripe for development.

The new residential and employment centers will intensify the travel demands on existing corridors and create the need for widening facilities, extending new roads, improving transit service, managing congestion and controlling access more efficiently. It appears that travel may become less oriented to the central urban core, as suburban activity increases, and therefore travel patterns become less dependent on the radial system.

#### **TRIP GENERATION**

The trip generation models used population, dwelling unit, employment and automobile ownership forecasts for the year 2010 to estimate the number of trips starting and ending (trip ends) in each zone. The trip generation model is provided in appendix B. Trip ends were estimated for five different internal purposes: home-based work, business, and social; non home-based; and truck trips.

Special generator analysis is also a component of the trip generation model. Special trip generation is applied to traffic zones with unique trip-making characteristics. Normal trip generation equations do not adequately reflect the travel desires to and from these zones. These zones are those which may contain hospitals, universities, and major retail developments.

Table 2 summarizes the regional level results of the application of the trip generation models to the projected socioeconomic

Table 2  
TRAVEL DEMAND FORECAST REGIONAL SUMMARY

Productions				
Trip Purpose	2005		2010	
	Trips	Percent	Trips	Percent
HBW	202,571	22.1	281,129	24.6
HBB	112,939	12.3	160,430	14.0
HBS	222,551	24.2	316,202	27.6
NHB	311,705	33.9	316,539	27.7
TRK	68,646	7.5	69,707	6.1
Total:	918,412	100.0	1,144,007	100.0

Attractions				
Trip Purpose	2005		2010	
	Trips	Percent	Trips	Percent
HBW	202,580	22.1	281,129	24.6
HBB	112,933	12.3	160,430	14.0
HBS	222,557	24.2	316,202	27.6
NHB	311,702	33.9	316,539	27.7
TRK	68,639	7.5	69,707	6.1
Total:	918,411	100.0	1,144,007	100.0

HBW= Home-Based Work Trips  
HBB= Home-Based Business Trips  
HBS= Home-Based Social Trips

NHB= Non Home-Based Trips  
TRK= Truck Trips

characteristics. The productions and attractions by trip purpose are provided for both the year 2005 and the year 2010. The relative proportion of trips by purpose show little change between the two forecasted years.

The number of trip productions and attractions for 2010 are higher than those forecasted for 2005. This increase in trips can be attributed to the increase in socioeconomic variables from 2005 to 2010. The primary variable affecting the increased number of trips is automobile ownership.

#### **TRIP DISTRIBUTION**

The production and attraction trip-ends estimated for each traffic zone for the year 2010 were then matched using the trip distribution model. This model gives the second dimension to travel patterns by connecting trip productions and attractions (trip ends) to form trips. The model works zone by zone, allocating trips produced in one zone to trip attractions in other zones. The distribution is based upon the number of attractions of a zone and the distance between zones. The general form of the model is:

$$T_{ij} = P_i \frac{A_j^F}{A_j^F}$$

Trips from zone i to zone j are calculated by proportioning all



trips produced in zone i ( $P_i$ ) according to the accessibility ratio in which  $A_j$  is the total trip attractions in zone j and the separation between zone i and j is represented by  $F_{ij}$ . The separation is a function of the distance, time or cost to travel between zone i and j, raised to a variable power:

$$\begin{aligned} \text{Separation} &= (\text{distance, time or cost})^n \\ \text{where: } n &= f(\text{distance, time or cost}) \\ &\text{and is usually negative} \end{aligned}$$

The ratio of  $A_j F_{ij}$  for a given zone j to that for all zones ( $A_i F_{ij}$ ) is generally treated as the relative accessibility if the given zone j, and trips are prorated according to relative accessibility. This formulation is generally called a "gravity model" because it is similar to Newton's principle, defining attractiveness as proportional to mass ( $A_j P_i$ ) and inversely proportional to a power of separation between bodies (zones).

Figures 6 and 7 display major interdistrict trip interchanges for the years 1985 and 2010, respectively. The travel patterns reveal similar travel desires although some minor differences are apparent. The most prominent difference is the magnitude of trip interchanges.

Travel desires will significantly increase by the year 2010. A less noticeable but very important contrast is the increase in suburban interaction from suburb to suburb and between the suburbs

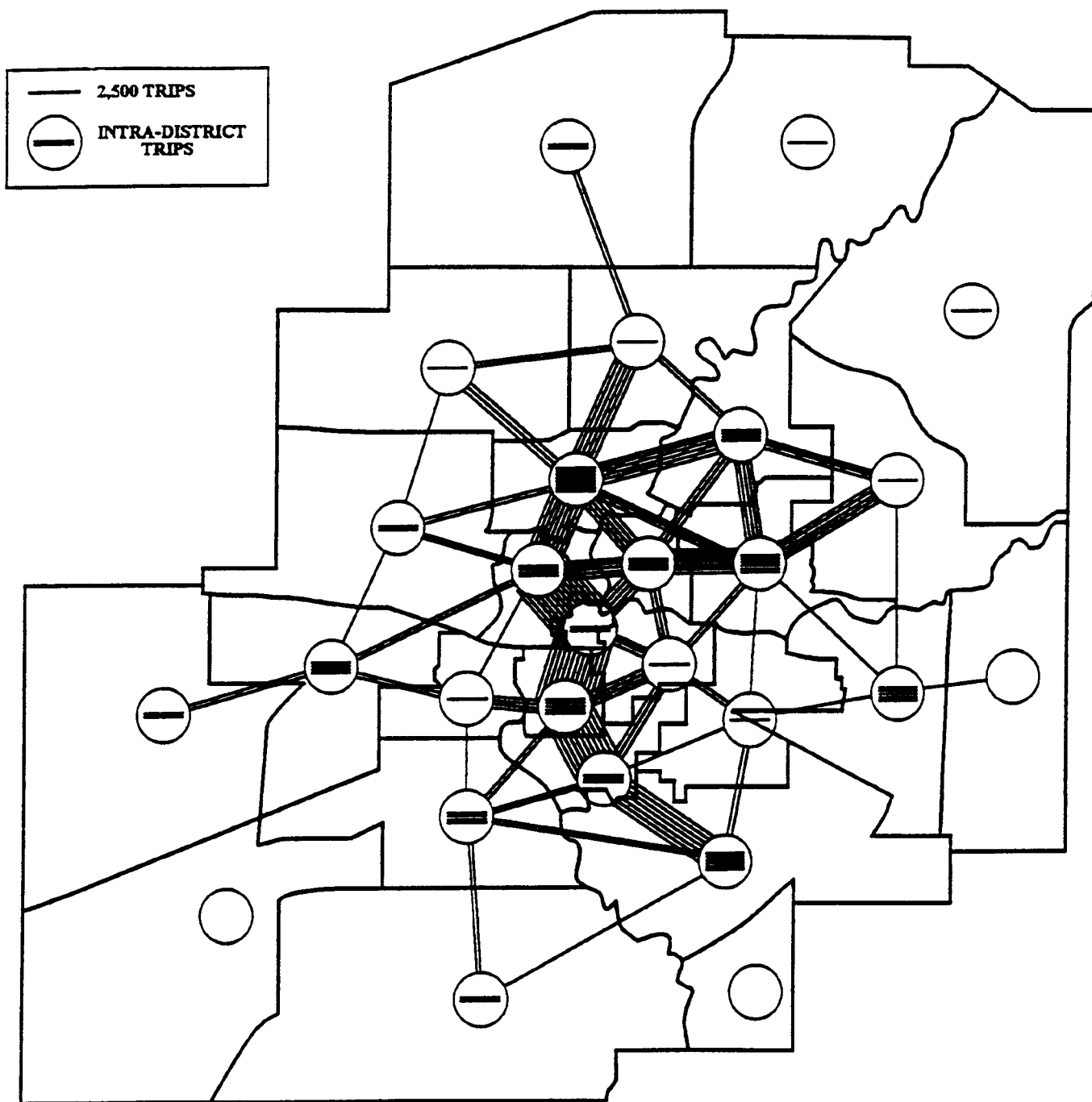
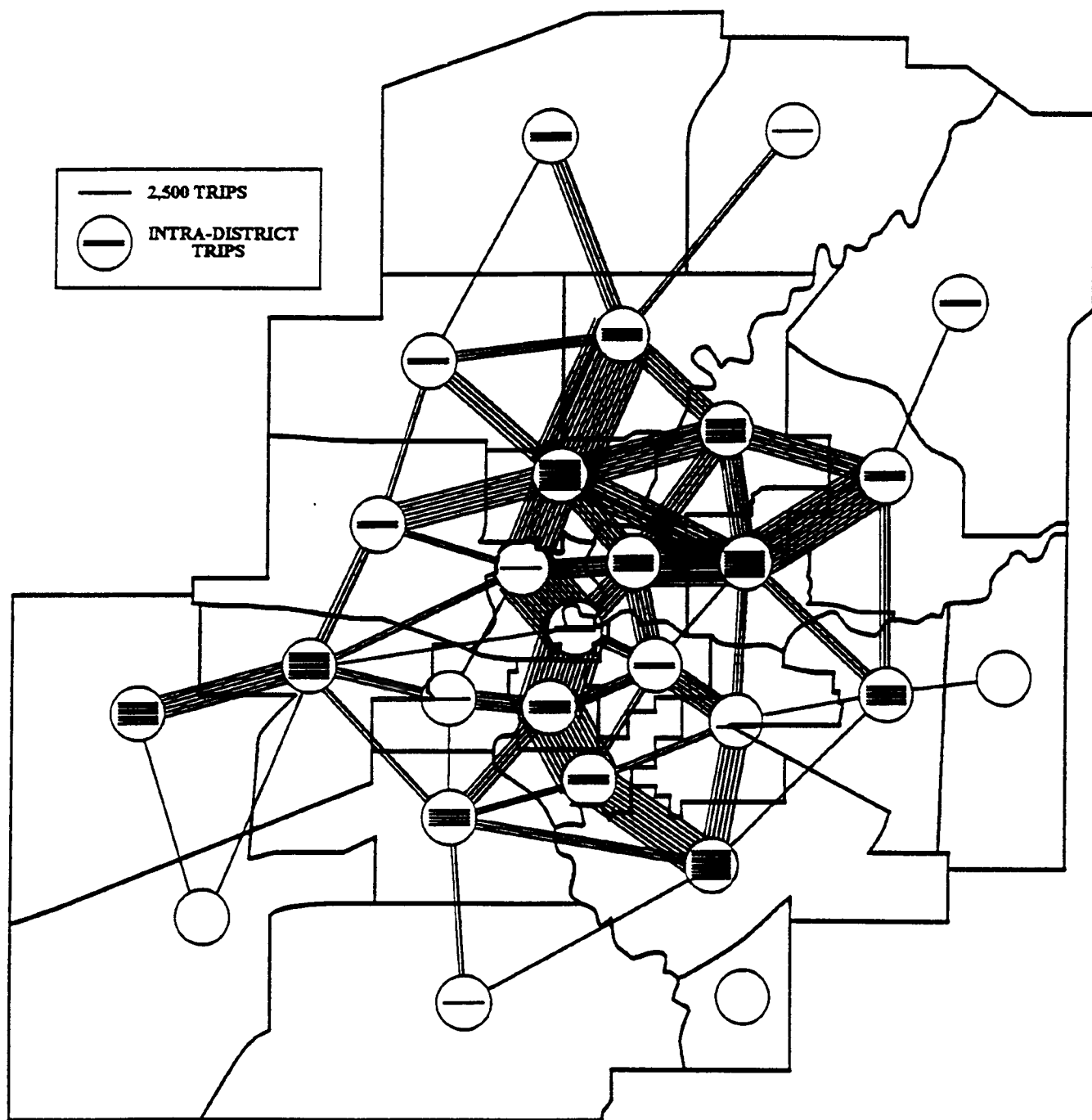


Figure 6

1985 Trip Interchanges



**Figure 7**

**2010 Trip Interchanges**

and urban core. The trip interchanges continue to indicate a significant amount of interaction in and around the urban core. The level of intra-district trips will also increase as indicated by the two figures.

#### **ESTIMATION OF MODAL CHOICE**

The distributed trips are processed through a modal choice model to allocate the trips to either automobiles or transit buses. The modal choice model utilizes characteristics such as: highway operating costs; parking costs; transit fare structures; income levels; highway and transit travel times; and transit route accessibility. Through this model, the home-based work, home-based business, home-based social, and non home-based trips are split between the highway system and transit system prior to the assignment process.

#### **EVALUATION OF THE EXISTING PLUS COMMITTED SYSTEM**

The year 2010 travel desires were assigned to the E+C transportation system. The E+C transportation system represents the existing highway and transit networks plus improvements scheduled to be completely implemented within the next two to three years (1994-1995). These improvements have secured a significant level of commitment and are considered as "go" projects. In fact, the implementation of most of these projects has already begun.

The E+C highway and transit systems are discussed in detail individually, however the systems were modeled simultaneously.

#### Highway System

The E+C highway system utilized for evaluation was very similar to the current highway network. The committed projects which are currently in various stages of implementation include: completion of the 469 bypass from U.S. 30 East near New Haven to Interstate 69 north of Fort Wayne near Wallen Road and associated improvements on Dupont Road; construction of Maplecrest Road from Rothman Road north to St. Joe Road with an interchange at the 469 bypass; widening of Maplecrest Road to five lanes from Rothman Road south to Stellhorn Road (SR 37); construction of Moeller Road from Green Road east to Minnich Road; realigning Ellison Road and Liberty Mills Road in southwest Allen County; and construction of Dalman Road from Smith Road west to the interchange of Interstate 69 and Lower Huntington Road. The E+C highway system is displayed in Figure 8.

The 2010 travel demands were assigned to the E+C highway system using a capacity restraint feature of the modeling process. The capacity restraint feature allocates trips to the highway network through three iterations of peak hour restraint. This provides a final assignment reflective of capacity limitations and simulates route selection decision making processes.



**Figure 8**

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**Existing Plus Committed Highway System**

The capacity restraint feature requires as input the practical capacity per hour for each travel lane of a road or highway. The relationship of facility type (i.e. freeway, arterial, collector, etc.) and geographic area (i.e. central business district, suburban, rural, etc.) are important determinates of lane capacity, and categories were developed based upon these criteria. The practical capacity for a given lane was defined at Level-of-Service E. Table 3 contains the basic lane capacities used for the capacity restraint assignment.

Table 3  
BASIC LANE CAPACITIES  
(vehicles per hour per lane)

Geographic Area	Freeway	Expressway	Two-Way Arterial	One-Way Arterial	Collector
Central Business District	1,850	745	605	650	480
Fringe Area	1,850	790	715	715	575
Outlying Business District	1,850	790	715	715	575
Residential Area	1,850	865	715	805	575
Rural Area	1,850	820	590	N/A	540

The assignment of 2010 travel demands through capacity restraint allows for analysis identifying highway corridors where capacity problems will arise. These locations will be referred to as capacity deficient or deficient corridors. Simply stated, this translates into congestion and congested corridors. This

evaluation is conducted using a link-by-link analysis. The results of this evaluation will be discussed in the conclusion of this chapter.

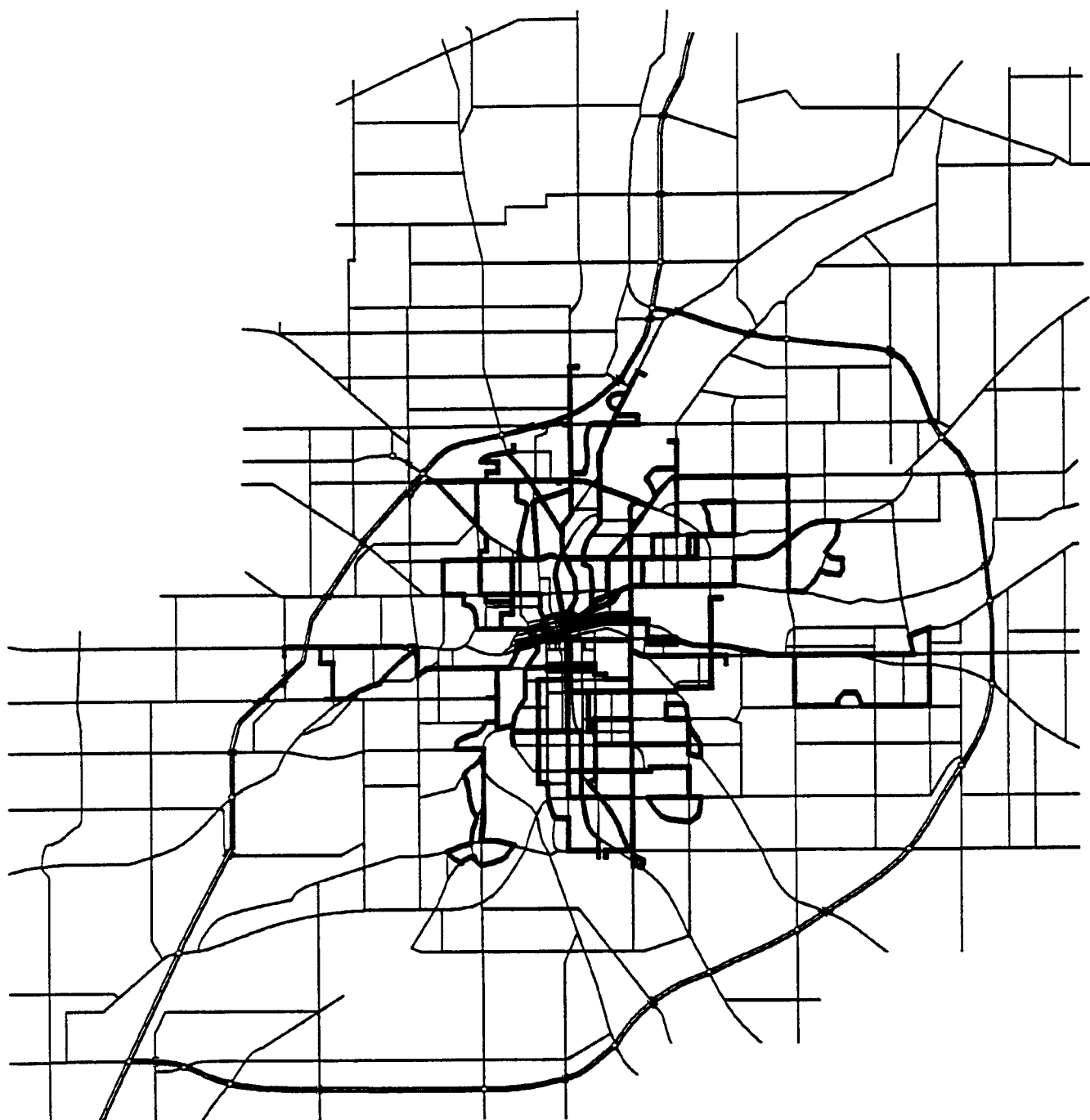
### Transit System

The E+C transit system represented the existing route structure of the Fort Wayne Public Transportation Corporation plus a few minor route modifications. The route modifications suggested by FWPTC staff include: combining the Northwood and Georgetown routes into one route servicing the northeast suburban area; deleting the St. Joe/Evard route in northeast Fort Wayne; and adding a north-south crosstown route from Glenbrook Mall in northern Fort Wayne to Southtown Mall in the southern part of the city skirting the central business district fringe area. The existing transit system (as of January 1992) is displayed in Figure 9 and the route modifications are shown in Figure 10. These changes are expected to occur within the next few years.

The transit trip assignment process is largely dependent upon the factors discussed in the mode choice model. In addition, the transit headways are a critical determinant of transit usage. Headways represent the amount of time between buses at a given stop on a particular route.

The E+C transit system consisted of a total of 22 transit routes. The headways were set at existing performance standards which was





**Figure 9**

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**Existing Transit System**



**Figure 10**

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**Route Modifications for E+ C Transit System**

generally thirty minutes, but some specific routes were given longer headways. The fare was established at one dollar based upon the current fare structure. The evaluation of the transit system was based on a route by route analysis comparing ridership information.

## **CONCLUSION**

The evaluation of the Existing Plus Committed transportation system allowed the identification of deficient corridors when burdened with the year 2010 travel demands. The resulting analysis of the E+C transit and highway system capacity deficiencies is displayed in Figure 11. The E+C scenario establishes for all practical purposes a "do-nothing" alternative.

The deficiencies identified in Figure 11 are displayed in three categories of volume to capacity ratios base on a level-of-service "E". These categories are 1.0 to 1.24, 1.25 to 1.49, and greater than 1.49. A ratio of 1.0 represents capacity saturation, and as the ratio increases, so does the intensity of the congestion it represents. In this analysis, a ratio greater than 1.0 indicates the corridor is at level-of-service "E" or "F". Levels "E" and "F" represent significant congestion and vehicle delay, with level "F" the more severe. These levels represent undesirable traveling conditions.

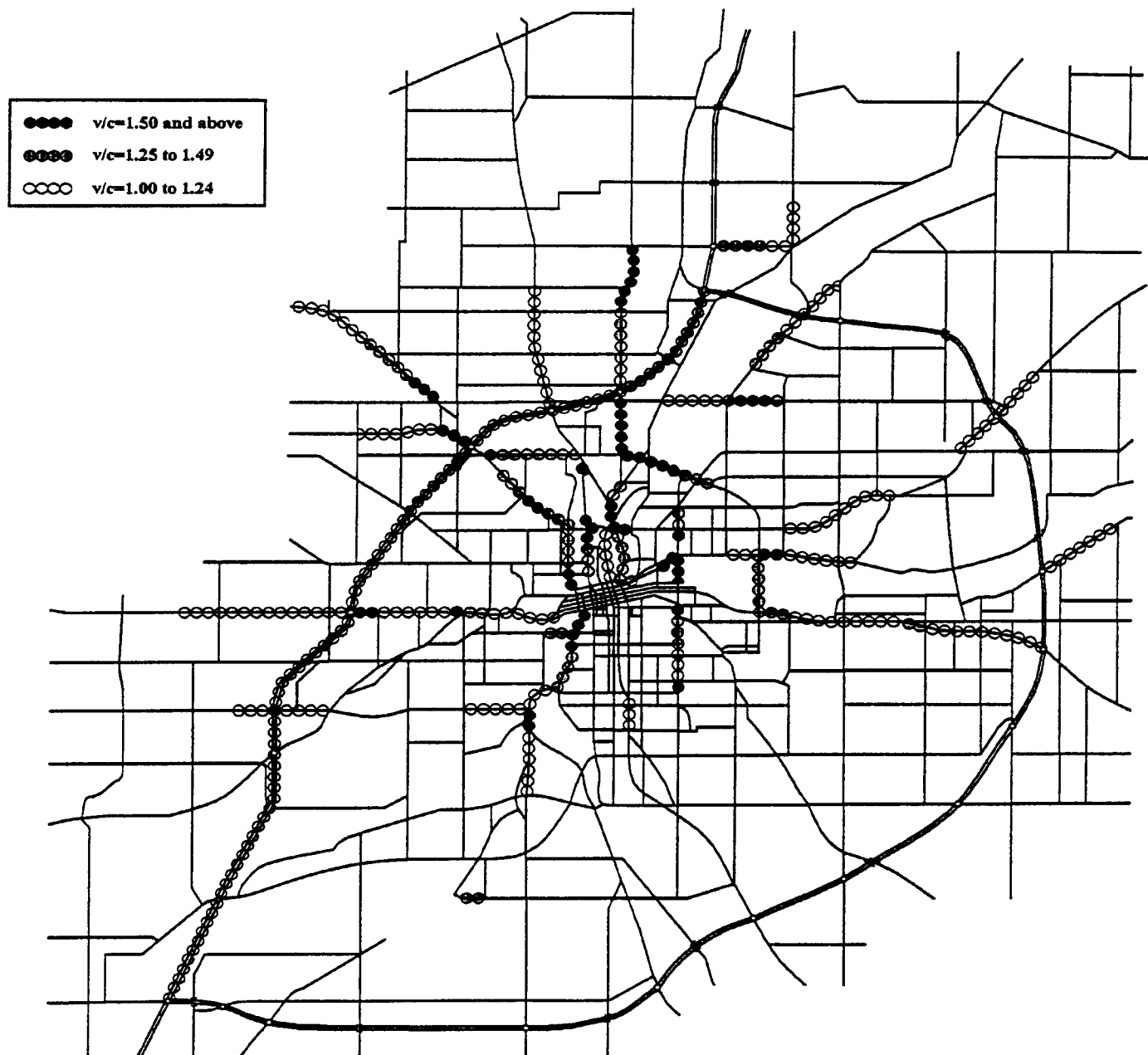


Figure 11

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Deficiencies on the Existing Plus Committed System

The transit service in the Fort Wayne metropolitan area carries only a small proportion of all trips. Currently the transit service provides approximately 7,000 daily passenger trips utilizing 45 buses during peak periods. This represents less than one percent of total trips.

The existing plus committed analysis indicates that under 2010 travel demands, the transit service will provide 9,500 daily trips using an estimated 48 buses. These estimates are based upon the E+C modifications. This level of ridership is similar to existing conditions, representing less than one percent of total trips.

The purpose of this analysis is not to portray a bleak picture of future transit service, but to be realistic of its ability to impact system deficiencies. The policies and alternative scenarios regarding transit service will focus on its strengths and encourage strategies to promote transit efficiency and effectiveness. The development of these strategies will be addressed in the following chapters.

The forecast indicates that the deficiencies displayed in Figure 11 will become reality by the year 2010 if our highway and transit systems are not improved. This analysis sets the stage for developing and analyzing alternative strategies for improving the deficient corridors. The evaluation of the E+C transportation system establishes the foundation for developing alternative

scenarios of highway and transit improvements designed to maintain acceptable levels-of-service and meet the projected year 2010 travel desires.



## CHAPTER 4.

# EVALUATION OF ALTERNATIVE TRANSPORTATION SKETCH PLANS

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Chapter 4 discusses the development and evaluation of alternative transportation sketch plans for the target year 2010. The highway and transit alternatives considered as the 2010 plan evolved are presented along with the results of the analytical evaluations. The evolution and evaluation of the alternative plans were formulated through extensive interaction between the public, the Urban Transportation Advisory Board, the Transportation Technical Committee and Department of Planning Services staff members. The result of this process is the selection of a transportation plan which effectively responds to the regional travel needs and desires for the year 2010.

The Year 2000 and 2005 Transportation Plans recommended a combined arterial roadway improvement concept with a high-level bypass facility. The transit component of these plans was developed and recommended as a radially-oriented bus route network. These two systems were designed to complement each other through improvements



to the existing highway system and the level of transit service provided.

The development and testing of the transportation alternative sketch plans were based on these previously adopted plans and policies. Completion of the 469 bypass by 1995 has shifted the highway planning focus away from the bypass concept. The new focus is on improving the arterial system. The transit planning effort has also been tempered to establish realistic strategies and levels of service for the 2010 target year. These suppositions guided the formation of the sketch plans.

#### **ALTERNATIVE NETWORK TESTING**

The evaluation of the Existing Plus Committed transportation system under 2010 travel demands provided for the selection of specific alternatives aimed at relieving deficient corridors and increasing transit ridership. The deficient corridors (see Figure 11) were identified through link analysis targeting roads where volume to capacity ratios exceeded 1.0 for service level "E". Transit improvements were directed at reinforcing current strengths of the local transit system and developing strategies to enhance service efficiency. The evaluation process included a review of the 2005 Transportation Plan recommendations to assess their continued viability.

## **ROADWAY DESIGN STANDARDS**

The roadway design standards documented in the 2000 and 2005 Transportation Plans were modified in conjunction with the development of this plan. The revised standards are provided in Appendix C. The revised design standards have been formulated to meet future highway requirements.

## **HIGHWAY ALTERNATIVES**

The highway alternatives, as developed through a consorted effort of public participation and decisions of the Urban Transportation Advisory Board, were intended to improve mobility and accessibility or alleviate congestion on the highway system. The alternatives evolved as packages of specific projects aimed at meeting these two objectives. Thus the projects became known for their primary objective, system modification or congestion relief, and are presented as such in the plan. It is important to mention that the two types of projects are not independent, but are complementary towards maximizing efficiency on the highway system.

The identification of deficient corridors stimulated discussion of strategies to meet the future travel demands. The two categories of projects: system modification and congestion relief, translate into new road construction or widening existing facilities, where the possibility of such improvements are feasible. However, the focus of this plan includes discussion on a wide array of

strategies for alleviating future congestion in addition to the traditional solutions of new road construction and massive widening projects.

The new strategies include scaled-down widening projects, such as recommending an additional fifth lane for left-turning traffic instead of widening to six lanes, or similarly a three lane road project instead of a four lane facility. Access control measures and congestion management techniques are additional tools addressed as components of this plan. The inclusion of Transportation System Management projects and efforts to combine highway, land use and transit service together to relieve congestion and improve efficiency, represent additional strategies considered in the development of this plan.

The first set of projects tested as an alternative sketch plan was the recommended year 2005 highway system as documented in the 2005 Transportation Plan. This evaluation considered all of the proposed projects to determine if they remained practical under the 2010 travel demands. A number of projects were modified or eliminated as a result of policy changes or decreased travel demands in specific areas. The deleted 2005 projects are listed in Table 4 and are displayed in Figure 12. The remaining projects served as a new benchmark for continued evaluation.



Table 4

## DELETED PROJECTS FROM 2005 PLAN

Location	Project Type
Ardmore Avenue: from Jefferson Boulevard south to Engle Road	4-lane widening
Baer Field Thruway: At grade intersection with Norfolk Southern Railroad crossing	Grade Separation
Clinton Street: from Washington Center Road south to Parnell Avenue	6-lane widening
Coldwater Road: from Interstate 69 south to Coliseum Boulevard	6-lane widening
Coliseum Boulevard: from Pontiac Street southeast to Meyer Road	new 2-lane road
Hillegas Road: From West State Boulevard to Coliseum Boulevard	4-lane widening
Lower Huntington Road: from Ardmore Avenue east to Baer Field Thruway	4-lane widening

The system modification projects are listed in Table 5 and were tested under a number of different scenarios. The Hillegas Road and Maplecrest Road projects were thoroughly evaluated to determine the number of lanes necessary to meet future travel demands. Combinations of two and four lanes were tested along with several different options for the adjacent parallel roadways. The options which solved the capacity deficiencies were chosen as the best alternative.

Table 5  
SYSTEM MODIFICATION PROJECTS

Location	Project Type
Ardmore Avenue: from Lower Huntington Road south to Baer Field Thruway	new 2-lane road
Hillegas Road: from Leesburg Road south to Jefferson Boulevard	new 2-lane road
Maplecrest Road: from Lake Avenue south to U.S. 30	new 4-lane road
Minnich Road: from U.S. 30 north to State Road 14	new 2-lane road
Spring Street: from Wells Street east to Spy Run Avenue	new 2-lane road
Tyler Avenue: from Goshen Road south to Trinity Boulevard	new 2-lane road

Extensive testing of the arterial system was evaluated and re-evaluated as the process moved toward preparing a final list of highway modifications to provide congestion relief. Three, four, five, and six lane highway improvements were tested to determine their ability to solve the corridor deficiencies. Strategies such as access control and transportation system management solutions (i.e. intersection improvement, traffic operation improvements, etc.) were also considered. It is felt that these strategies, when implemented properly, can solve congestion problems along specific corridors and avoid the need for widening projects. A complete list of the highway projects is provided in Chapter 6.

A comparison of the E+C transportation system and the recommended

2010 transportation system yields some positive results. Table 6 presents a comparison of the two systems. The E+C, or "do nothing" alternative carried an estimated 7.75 million vehicle miles of travel (VMT) on a daily basis. Under the identical travel demands, the recommended 2010 system carried an estimated 7.71 million vehicle miles of travel. This indicates that the recommended system provides better mobility and accessibility, and is therefore more efficient.

More important is the comparison of vehicle hours of delay for the two systems. This statistic represents the total amount of vehicle time lost due to traffic congestion and low levels of service. The E+C system created an estimated 49,800 vehicle hours of delay (VHD) on a daily basis. The same estimate for the recommended 2010 system is 25,900 vehicle hours. This indicates a 48 percent reduction in vehicle delay, a significant improvement over the E+C alternative.

Table 6  
VMT AND VHD COMPARISON

Transportation System	Vehicle Miles of Travel		Vehicle Hours of Delay	
	Daily	Yearly	Daily	Yearly
Existing Plus Committed	7.75 mil	2.02 bil	49,813	12,951,380
Recommended 2010	7.71 mil	2.01 bil	25,894	6,732,440

The savings in vehicle miles of travel and vehicle hours of delay can directly relate to a community's standard of living or quality of life. The most significant ramification of performance of the transportation system is its impact on our quality of air. Air quality is directly affected by the level-of-service and extent of congestion on the highway system.

Carbon monoxide, hydrocarbons (which convert to ozone), and nitrous oxides are pollutants emitted from automobiles. As the number of hours of delay increase, pollution becomes more severe and air quality deteriorates. It becomes easy to understand the related air quality benefits of the recommended 2010 system through the significant reduction in vehicle delay.

As the recommended 2010 plan began to solidify, testing continued to reveal deficiencies for which solutions were somewhat allusive. One particular area of concern is the northwest central portion of Fort Wayne where several adjacent north-south corridors displayed capacity problems. Several alternatives were developed to address the deficiencies including the creation of one-way streets and utilizing a partially abandoned railroad right-of-way.

The alternatives provided varying degrees of congestion relief but consensus could not be reached on a particular solution. The evaluation did establish the potential viability of utilizing the railroad right-of-way for transportation purposes. A policy



decision was developed to pursue the acquisition of the railroad right-of-way for future use as a highway or transit corridor. The area will continue to be studied to determine if a feasible solution can be found.

These deficiencies are displayed in Figure 13. A comparison of the E+C deficiencies (see Figure 11) and the recommended 2010 deficiencies reveals improved volume to capacity ratios.

The deficient locations on the recommended 2010 plan will require further analysis to determine if viable solutions can be developed. It is of course apparent, that the transportation system is not likely to ever be totally congestion free. A certain level of congestion is expected, and will have to be tolerated. The objective is to reduce congestion to acceptable levels and provide for a safe and efficient system.

The final result of the highway alternative evaluation process is a comprehensive list of system modification projects, congestion relief projects, and policy options. With these tools, the community has the planning support necessary to implement projects and administer policies which will provide for a efficient transportation system able to meet the future travel demands.



**Figure 13**

**Year 2010 Deficiencies**

## **TRANSIT ALTERNATIVES**

The transit alternatives were also developed and evaluated through a consorted effort of public participation, Fort Wayne Public Transportation Corporation (FWPTC) staff, and decisions of the Urban Transportation Advisory Board. The intentions are to improve mobility and accessibility on the transit system through improved transit service. A secondary benefit is that for every trip provided by transit, one less trip is using the highway system. With significant levels of ridership, highway congestion can be relieved through efficient transit service.

The tested transit alternatives were all based upon the radially-oriented configuration of transit routes. This type of system is often described by comparing its design to a wagon wheel. The Fort Wayne Central Business District is represented by the hub of the wheel and the transit lines radiate out from the CBD like spokes of the wheel.

The transit alternatives included new routes, modified existing routes, and inter-connections between routes focusing on improving service. All were tested under the year 2010 travel demands. A reduced fare structure and thirty minute headways were incorporated into the alternative testing process.

The first alternative tested was a north-south crosstown route running between Glenbrook Mall and Southtown Mall skirting the

eastern central business district fringe area. This route primarily travelled the Anthony Boulevard corridor and included service to the Indiana-Purdue at Fort Wayne Campus. Through evaluation and analysis this route was disregarded due to poor performance in attracting ridership.

A transit route providing service between the Fort Wayne Central Business District and the Pine Valley residential development in northern Allen County was tested. This route provided transit access to residential, commercial, and retail development along the Coldwater Road and Lima Road corridors. The performance evaluation of this route indicated low ridership potential. For this reason, the route was not recommended for the 2010 transit system.

Two circulator routes were also tested in the northern part of Fort Wayne. These routes were based out of the Glenbrook Mall area and were configured as a loop providing service to employment centers, retail establishments, and residential areas. The northwest circulator served mostly employment centers along the Lima Road corridor and industrial parks in the vicinity of Cook and Ludwig Roads. This route exhibited poor performance and was subsequently dropped as an alternative.

The northeast circulator extended east from the mall area making a wide loop through heavy residential areas in St Joe and Washington Townships. This route also services several major

shopping and employment centers, and interconnects with several northern routes. This circulator route performed reasonably well with acceptable levels of ridership. This concept of a northeast circulator route is included in the recommended 2010 transit system.

Additional transit improvements were also tested and included in the recommended transit system. Providing transit service to the Lutheran Hospital Complex in southwest Allen County and extending the Waynedale route to Southtown Mall are components of the 2010 system. Service improvements through connecting existing lines such as: the New Haven route and the Georgetown route on the proposed Maplecrest Road extension; the Broadway/St. Francis route with the Taylor/Time Corners route; and the Lewis route with the Georgetown route are also included in the recommended 2010 transit system.

Testing of the recommended 2010 transit system (see Figure 15, Chapter 6) reveals a significant increase in transit ridership. The ridership data indicated that approximately 12,500 trips will be served with the recommended system. This is an increase of 3,000 daily trips compared to the E+C transit system representing a 32 percent increase in ridership levels. The increase in estimated ridership correlates to an improved level of transit service and enhanced mobility for the entire community.

In addition to the new routes and route modifications, policies were adopted by the Urban Transportation Advisory Board in support of improving transit service in the metropolitan area. These policies are presented in Chapter 6. Augmenting these policies will be continued efforts to explore a wide realm of transit options and incorporate land use and highway design features which compliment transit service. The future transportation system will efficiently serve the community through cooperative and complementary highway and transit networks.



## **CHAPTER 5.**

# **SELECTION OF THE RECOMMENDED PLAN**

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The responsibility for selecting the transportation plan update which best meets the future travel needs of the Fort Wayne-New Haven-Allen County Transportation Study Area is delegated to members of the Urban Transportation Advisory Board (UTAB) and the Transportation Technical Committee (TTC). The development of the plan involved a magnitude of local, state and federal governmental agencies plus considerable public participation. The factors and events that led to the selection of the plan are the subject of discussion within this chapter.

### **DOCUMENTATION OF PUBLIC AND AGENCY INPUT**

Public officials and local citizens of the study area provided valuable and comprehensive input throughout the development of the 2010 transportation plan update. Presentations were made to the Urban Transportation Advisory Board and the Transportation Technical Committee to inform, stimulate participation, and obtain policy guidance at all stages of plan development. A list of UTAB



and TTC meetings where topics concerning the plan update were discussed is provided in Table 7.

Table 7

BOARD AND COMMITTEE MEETINGS

Urban Transportation Advisory Board
July 2, 1991
September 3, 1991
October 29, 1991
November 19, 1991
December 10, 1991
January 14, 1992
February 4, 1992
March 9, 1992
April 7, 1992
Transportation Technical Committee
June 25, 1991
August 27, 1991
October 22, 1991
November 26, 1991
January 28, 1992
February 25, 1992
Site Tours
July 9, 1991
July 23, 1991
August 13, 1991

These meetings were open to the public

The Urban Transportation Advisory Board began discussing the merits of the Year 2005 Transportation Plan in late 1990 in preparation of the 2010 update. This discussion familiarized the members to the planning process for developing a long range transportation plan. Subsequent meetings involved productive dialogue between members and staff, and exceptional policy formulation throughout the evolution of the 2010 plan update.

The Transportation Technical Committee and the Feasibility Subcommittee began preparing for the long range plan in mid summer 1991 by taking three site tours to review the major arterials within the study area. The committee concentrated on evaluating existing and potential problem areas of the transportation system. The TTC contributed detailed knowledge and expertise concerning alternative highway scenarios and evaluating the feasibility of specific projects. Through their assistance, a comprehensive plan was developed to meet the future transportation needs of the community.

Citizen participation meetings were conducted to inform area residents of the planning process and status of the plan development. More important, however, was the opportunity through these meetings for discussing and exchanging ideas concerning the future transportation system. Questions and comments were abundant at these meetings. Valuable information was shared and the quality of the plan was significantly enhanced through the community

involvement. A list of these meetings is provided in Table 8. One additional set of citizen meetings will be held in late summer to present the final plan.

Table 8  
CITIZEN PARTICIPARION MEETINGS

Date	Location
November 6, 1991	Northrop High School
November 11, 1991	IPFW
November 12, 1991	Elmhurst High School
November 13, 1991	Harding High School
January 6, 1991	Northrop High School
January 7, 1991	IPFW
January 8, 1991	Elmhurst High School
January 9, 1991	Harding High School

In addition, numerous other efforts were made to inform and involve the public in developing the 2010 plan update. Citizens were encouraged to visit the office, mail in comments, or contact us by telephone to discuss development of the plan and provide suggestions. The planning process received extensive coverage by local news media including television, radio, and newspaper.

#### **FACTORS INFLUENCING PLAN SELECTION**

The development of the Year 2000 Transportation Plan included the establishing of evaluation methodology for comparing alternative

transportation plans. The ideals and concepts of this methodology were adhered to throughout the development of this plan and continuously guide transportation planning decisions. Three of the major factors influencing such decisions include reduced congestion, economic advantages, and land use concerns.

Reducing traffic congestion within the transportation study area will result in a number of distinct advantages. Less congestion equates to reductions in noise, air pollution, travel times, energy consumption and accident rates. Reducing accident rates and improving safety has always been the number one priority influencing transportation decisions. Reduced congestion also improves accessibility, provides safer streets, and improves the response time of essential emergency services such as medical, fire, and police.

Economic advantages of a well developed transportation plan includes enhanced regional accessibility, especially to areas zoned for future industrial and commercial developments. An efficient transportation system minimizes the travel times required to transport goods and services providing a direct economic benefit to area businesses. Improved accessibility significantly assists economic development activities for the Fort Wayne area, stimulating the economy and generating new employment opportunities.

Land use concerns were also considered throughout the development of the transportation plan. Protecting prime agricultural land and rural areas while providing sufficient access to commercial and industrial developments is a delicate procedure necessary to balance all interests involved. The outcome of this process is a transportation plan which promotes orderly growth and protects prime agricultural land.

The collaborative effort among local residents; public officials; federal, state, and local governmental agencies; and local boards, commissions, and committees, was the solidifying and driving force behind the 2010 transportation plan. The update incorporates positive impacts such as safety and efficiency on the transportation system with less congestion and improved accessibility. The plan serves as a guide for directing and establishing transportation policy and policy decisions to ensure that the transportation system meets the travel demands of future generations.

## CHAPTER 6.

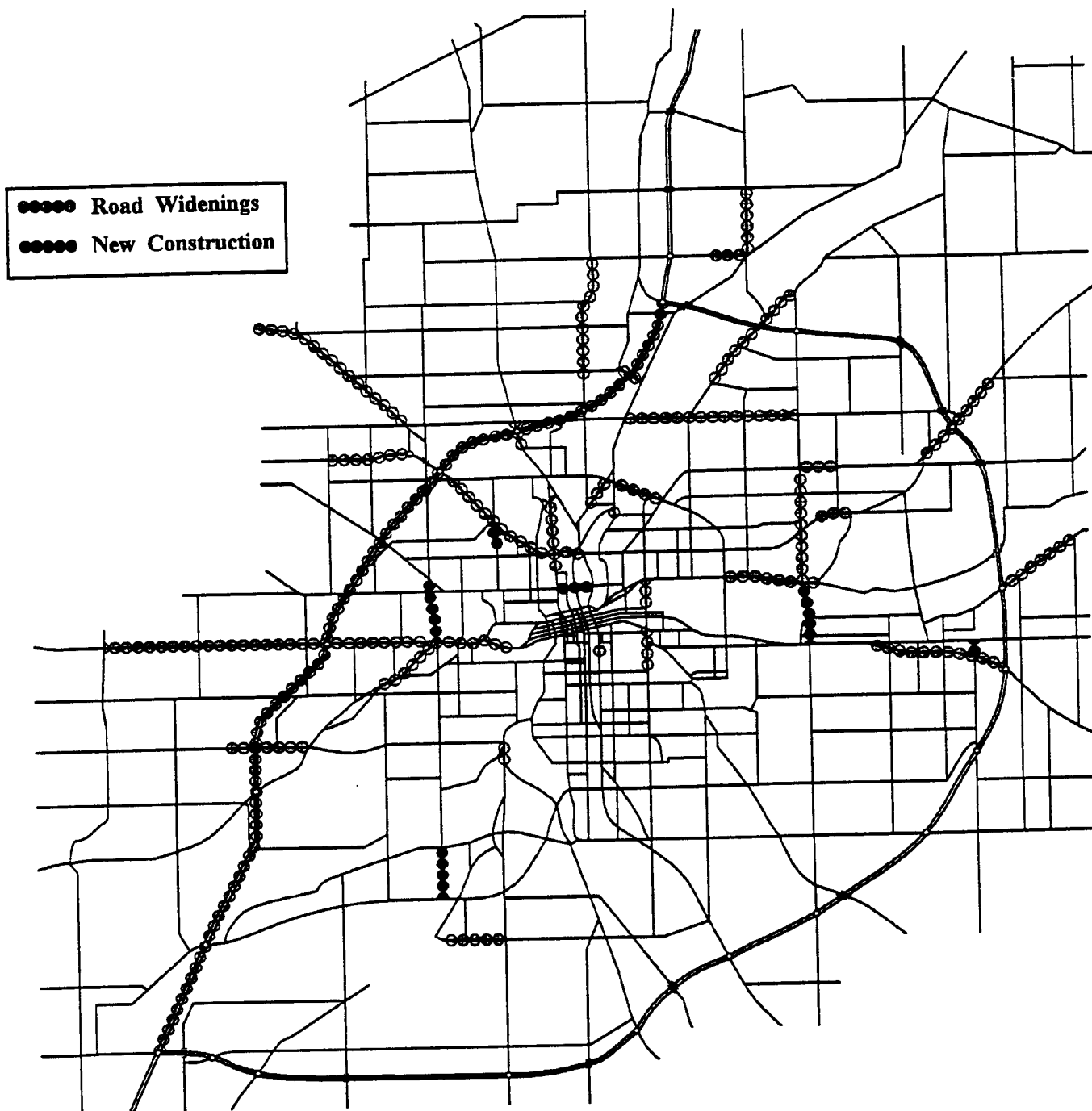
# THE SELECTED PLAN

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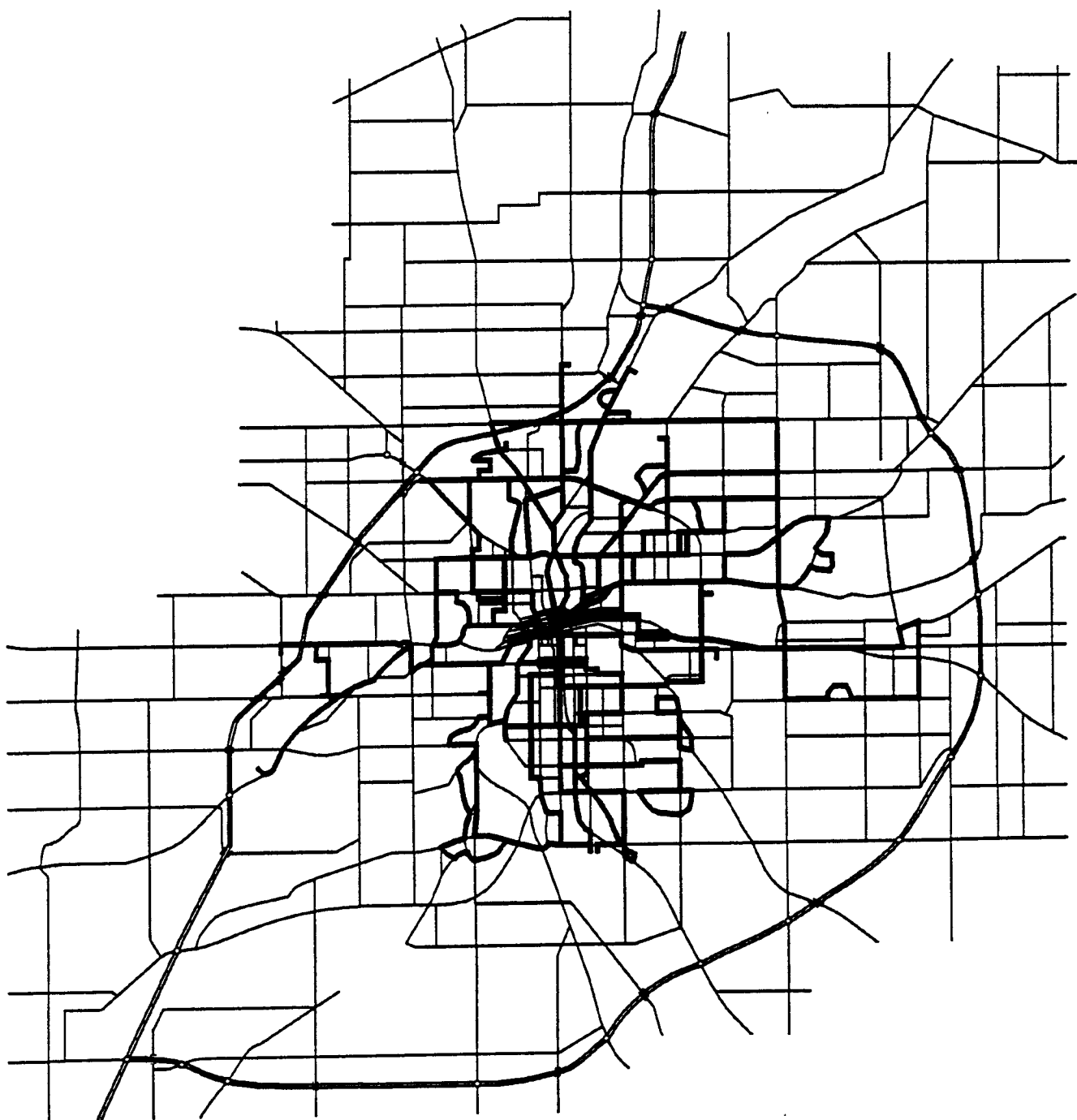
The culmination of the long range planning process is the selected transportation plan titled "Allen County 2010: A Transportation Plan for the Metropolitan Area. The plan is a combination of transportation improvement projects and policies for both the highway and transit systems. The highway portion is displayed in Figure 14. A complete highway improvement project listing is provided as a part of this chapter (see pages 74-81). The transit portion is displayed in Figure 15 and conceptual route modifications are listed within this chapter (see page 82). Collectively, these two distinctive yet mutually dependent systems form one component of the plan, the improvement projects.

The second component of the plan, and equally important, is the set of policies directed at preserving the integrity of the transportation system through the encouragement of wise decision making. These policies aspire to promote both highway and transit efficiency including specific strategies incorporating the two systems. The policies address non-traditional strategies for



**Figure 14**

**Recommended Year 2010 Highway System**



**Figure 15**

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**Recommended Year 2010 Transit System**



mitigating congestion including: protective buying and right-of-way acquisition; access management; project implementation; and transit recommendations.

#### THE RECOMMENDED PLAN

<b>SYSTEM MODIFICATION- NEW 4 LANE CONSTRUCTION</b>	<p>These projects will enhance the mobility of the trip-maker in areas that will be increasingly important as our community grows.</p> <p>By utilizing a more efficient system, the traveller is afforded a quicker route, which correlates to less vehicle miles of travel, better air quality, and a reduction in vehicle delay and energy consumption.</p>
Maplecrest Rd b/t Lake Ave & US 24	
<b>SYSTEM MODIFICATION- NEW 2 LANE CONSTRUCTION</b>	
Ardmore Ave b/t Leesburg Rd & Jefferson Blvd	
Ardmore Ave b/t B F Thruway & Lwr Huntington Rd	
Minnich Rd b/t US 30 & SR 14	
Spring St b/t Wells St & Spy Run Ave	
Tyler Ave b/t Goshen Ave & n/o Trinity Blvd	

<b>CONGESTION RELIEF- WIDEN TO THREE LANES</b>	<p>These projects will improve regional accessibility of the area, add to the street continuity, and provide relief in congested areas. Relieving congestion also equates to a reduction in travel time, lower accident potential and improved air quality.</p>
Ferguson Rd b/t Airport Dr & Indianapolis Rd	
St Joe Rd b/t Rothman Rd & Maplecrest Rd	
US 27 (Lafayette St) at Con- rail Railroad Overpass	
<b>CONGESTION RELIEF- WIDEN TO FOUR LANES</b>	
Aboite Ctr Rd b/t Coventry Lane & Jefferson Blvd	
Anthony Blvd b/t Lake Ave & s/o Maumee River	
Anthony Blvd b/t Maumee Ave & Creighton Ave	
Auburn Rd b/t Cook Rd & Clinton St	
Bluffton Rd b/t Engle Rd & Winchester Rd	
Clinton St b/t Coliseum Blvd & Coldwater Rd	
Coldwater Rd b/t Dupont Rd & Springbrook Rd	
Goshen Ave b/t State Blvd Coliseum Blvd	
Lake Ave b/t Coliseum Blvd & Reed Rd	
Lake Ave b/t Reed Rd & Maysville Rd	
Maplecrest Rd b/t Lake Ave & s/o SR 37	

<b>CONGESTION RELIEF- WIDEN TO FOUR LANES, CONT'D</b>	
Parnell Ave b/t Spy Run Ave & St Joe River Dr	
State Blvd b/t Maysville Rd & Georgetown North Blvd	
State Blvd b/t Spy Run Ave & Goshen Rd	
SR 1 (Dupont Rd) b/t Diebold Rd & Tonkel Rd	
SR 14 b/t Hadley Rd & Hamilton Rd	
SR 37 b/t Maplecrest Rd & Lahmeyer Rd	
SR 37 b/t Maysville Rd & Doty Rd	
St Joe Ctr Rd b/t St Joe Rd & Reed Rd	
St Joe Ctr Rd b/t Reed Rd & Maplecrest Rd	
St Joe Rd b/t Rothman Rd & Evard Rd	
Tonkel Rd b/t Dupont Rd & Union Chapel Rd	
Wells St b/t Putnam St & Fernhill Ave	
US 24 b/t SR 469 & Bruick Rd	
US 30 b/t Minnich Rd & Brookwood Dr	
US 33 b/t Washington Ctr Rd & O'Day Rd	

<b>CONGESTION RELIEF- WIDEN TO FIVE LANES</b>	<p>The construction of a fifth lane allows left-turning vehicles to exit the busy through lanes, resulting in less traffic conflicts and reduced accident potential. These road widening projects will accommodate the construction of turn bays at selected locations, or continuous left turn lanes, whichever is needed.</p>
Illinois Rd b/t I-69 & Jefferson Blvd	
Jefferson Blvd b/t South Bend Dr & Illinois Rd	
Jefferson Blvd b/t Main St & Swinney Park	
St Joe Ctr Rd b/t St Joe Rd & Clinton St	
<b>CONGESTION RELIEF- WIDEN TO SIX LANES</b>	
Interstate-69 b/t SR 469(no) & Lafayette Ctr Rd	
Jefferson Blvd b/t Main St & Illinois Rd	
US 24/30 (Coliseum Blvd) b/t Parnell & Crescent Ave	
US 27-SR 3 (Lima Rd) b/t Ley Rd & Washington Ctr Rd	
US 30 b/t Flaugh Rd & I-69	

<b>OTHER LONG RANGE PROJECTS</b>	
Conrail Railroad b/t Swinney Park & West County Line	Acquisition of right-of-way will allow the preservation of these important transportation corridors.
Penn Central Railroad b/t Harrison & Northrop St	
US 24 & Interstate 69 Interchange	Modifications to this busy interchange will reduce congestion and reduce accident potential.
US 27 (Clinton St) b/t Fourth St & Spy Run Creek	Road realignment is needed at this unsafe location.

<b>PROTECTIVE BUYING</b>	
SR 469 & Indianapolis Rd Interchange	As the area near the bypass develops, right-of-way acquisition will play an important role in access management. Access at these locations must be carefully planned, in order to preserve the ability of the interchanges to function safely and efficiently.
SR 469 & SR 1/Bluffton Rd Interchange	
SR 469 & US 27 Interchange	
SR 469 & Marion Center Rd Interchange	
SR 469 & Tillman Rd Interchange	
SR 469 & Minnich Rd Interchange	
SR 469 & US 24 Interchange	
SR 469 & US 30 Interchange	

<b>ACCESS MANAGEMENT POLICIES</b>	<p>The lack of access management of the roadway system is a major contributor to accidents and has been a leading cause behind the functional deterioration of our region's roads. As new accesses are built and traffic signals erected, speed and capacity on roadways decrease, and congestion and hazards increase.</p>
<p>To develop access management guidelines that help to preserve the integrity of the region's road system</p>	
<p>To identify corridors of regional importance where access management guidelines should be used, and to delineate specific techniques for each corridor identified</p>	

<b>RIGHT-OF-WAY ACQUISITION POLICIES</b>	<p>The acquisition of right-of-way is an important part of meeting future travel needs. As travel patterns change, corridors and intersections must be upgraded to handle new demands.</p>
<p>To identify locations where sufficient right-of-way should be acquired to accommodate future increases in travel demand</p>	

<b>PLANNING PROCESS POLICIES</b>	<p>In order to insure that the long-range goals of the community are realized, it is necessary that there exists an interaction between transportation planners and the implementing agency during project design.</p>
<p>To formalize the coordination between transportation planning and project implementation</p>	

<b>TRANSIT RECOMMENDATIONS</b>
Continued operation of transit service in the Fort Wayne/ New Haven/Allen County Urbanized Area
Expansion of service within the Urbanized Area to include additional service and decreased headways as demand warrants
Continuation of service to elderly and handicapped through an appropriate mix of demand responsive and fixed route accessibility
Fare structures that reflect a balance between cost of service, level of benefit provided, and ability to pay
Inclusion of opportunities for private operators to participate in the provision of transit services
Increased efforts, through the marketing mechanism, to heighten community awareness of public transit and the benefits it provides
Investigate other types of services that are historically non-traditional in this area, such as circulator routes, express routes, and park-and-ride facilities
Investigate various vehicle types and sizes when making fleet improvements, in order to tailor the bus fleet to the types of service to be provided
Encourage land use policies which address transit's need for accessibility to private development through street and subdivision design

The plan represents a dynamic process whereby evaluation and analysis is a continuous effort fine tuning and harmonizing the various components. The implementation of the plan requires a constant level of initiative among government agencies, local businesses, and area residents. The plan requires cultivation and considerable attention to ensure the improvements and policies are

achieved. Chapter 7 will address particular activities necessary to strengthen the plan and achieve the stated objectives for the community.





## CHAPTER 7.

# FUTURE EFFORTS AND IMPLEMENTATION

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The dynamic characteristic of a transportation plan necessitates a continuous implementation, re-evaluation, and assessment of its policies and improvement projects. This process is probably the most important aspect of the plan, otherwise it quickly becomes obsolete. Continual attention to the plan by the community, the Urban Transportation Advisory Board, the Cities of Fort Wayne and New Haven, Allen County, and the State of Indiana, is essential to meet the desired objectives. In this manner, the plan will guide transportation investment and service decisions in support of a transportation system which will meet existing and future travel desires.

The implementation of transportation policies and improvement projects documented in the transportation plan require a consorted interest and level of commitment necessary to make them reality. In support of this approach, there are several specific endeavors that will be pursued to ensure the policies and improvement projects are gradually implemented. These areas include but are

not limited to some of the following plans and studies aimed at supporting the objectives of the transportation plan.

## **FUTURE EFFORTS**

### **Congestion Management**

The development of a congestion management program will support the efforts of the transportation plan. The congestion management program will identify strategies for specific corridors aimed at relieving congestion. The strategies will consider both the supply and demand side of urban travel, land use policies, traffic operations and engineering improvements. This program will represent a multi-jurisdictional approach with a regional perspective including both public and private sector involvement. The program will focus on mitigating existing congestion and averting future impediments to efficient corridor performance.

### **Access Management**

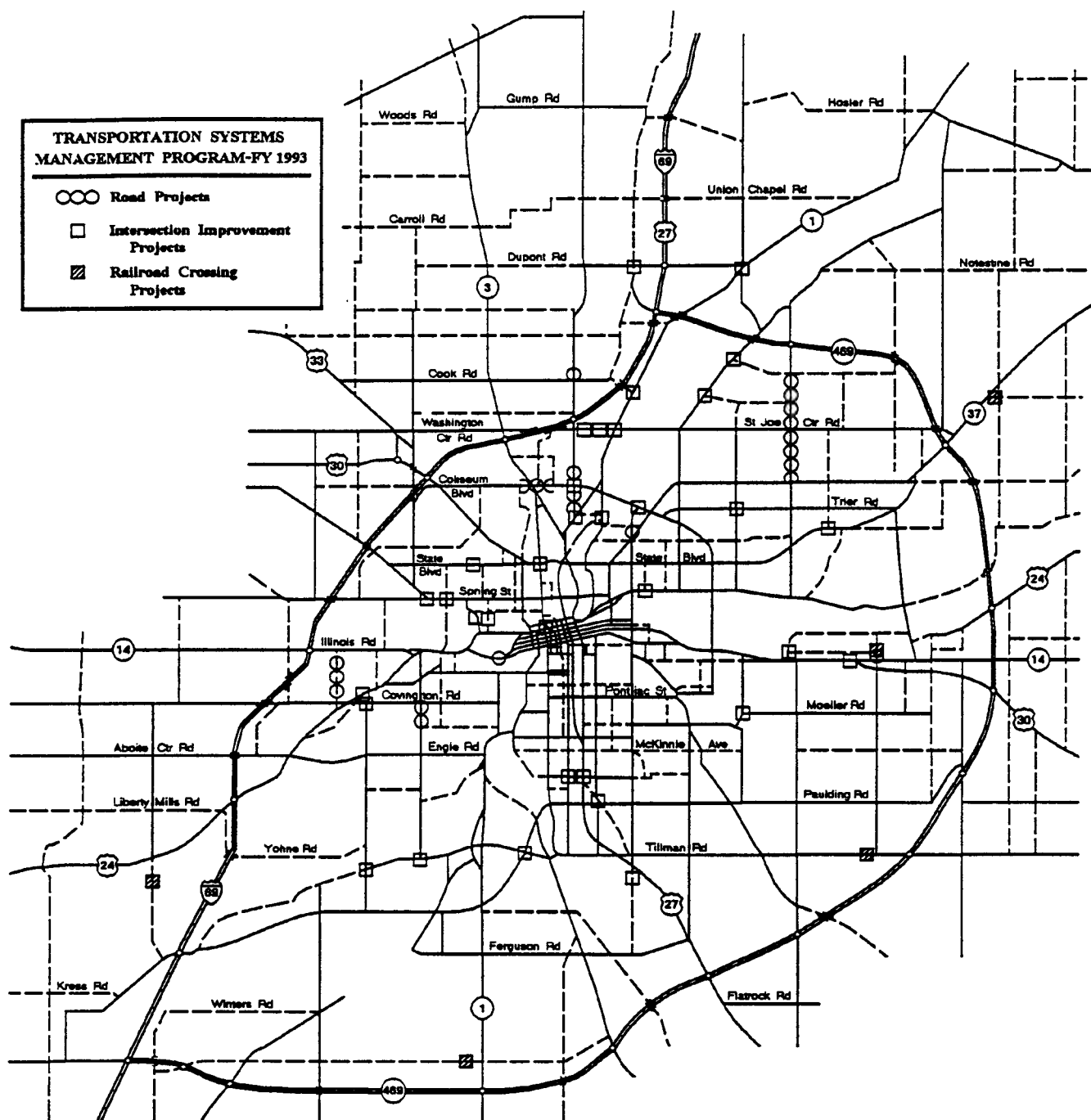
An access management program has been in force for a number of years in the metropolitan area. The program has emphasized driveway and site plan review since the mid 1960's, and more recently has developed a frontage road plan. The program will continue to support these activities, strengthen their enforcement, and investigate new strategies for access management. The activities of this program will include a revised Access Standards Manual, a review of the frontage road plan, and the development of interchange and corridor protection plans. This program will

become a major tool for preserving the integrity and efficiency of the arterial highway system.

#### Transportation System Management

The Transportation System Management (TSM) program was initiated in the late 1970's for the transportation study area. This program represents the short-range transportation plan which accentuates low cost improvements addressing the safety and efficiency of the transportation system. The process relies heavily on citizen participation for identifying problem areas and developing solutions. The program is updated yearly. Implemented projects are monitored to measure the level of achievement for their stated objectives.

A list of projects for the FY93 TSM is included in Appendix D. A map of proposed TSM projects is shown in Figure 16. An important component of the TSM is the improvement of narrow two-lane roadways throughout the metropolitan area. These facilities generally do not meet the roadway design standards of the transportation plan. Widening the narrow lanes will improve safety and overall efficiency. The recommended 2-lane improvement projects are displayed in Figure 17. The TSM program will continue as a beneficial instrument for implementing highway and transit improvements.



**Figure 16**

## Transportation Systems Management Projects

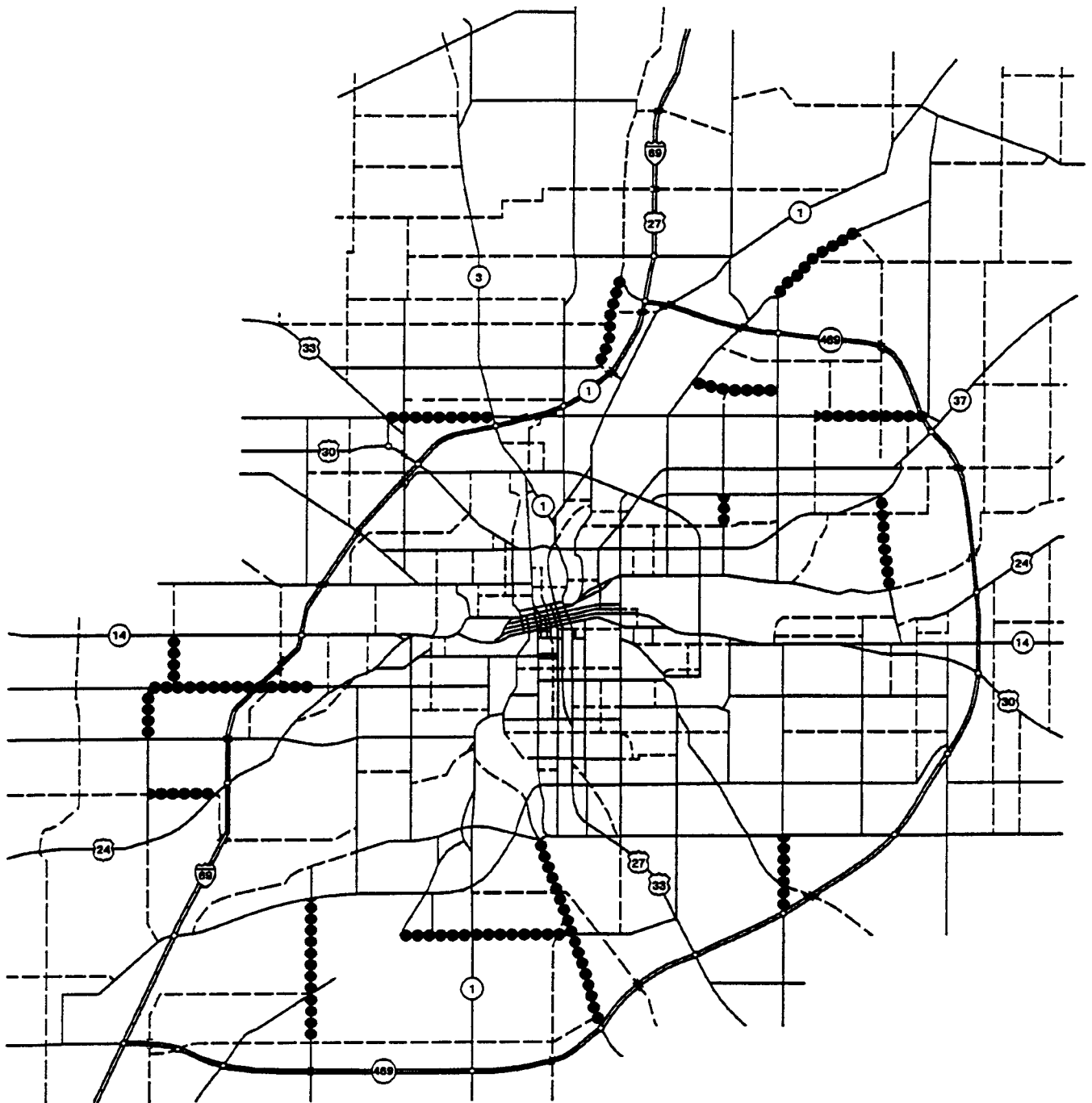


Figure 17

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Improved Two Lane Projects

### Transit Mobility

Highway improvements and site development must begin to take special considerations to enhance transit attractiveness, efficiency and mobility. Explicit efforts will be undertaken to develop a document which details land use and highway designs amiable to transit usage and mobility. Initiatives will be employed to gain acceptance for these designs and support their implementation. The ability of transit to meet tomorrow's needs will depend on the existing level of commitment towards preparing our system for future transit service.

### Alternative Travel Methods

The transportation plan cannot and does not address every transportation problem which will affect system efficiency. Traffic congestion, increased commute times, and air quality problems will continue to afflict transportation systems of the future. Communities facing these challenges must find creative means to reduce low occupancy automobile usage. Actions and ideas will be explored to reduce automobile usage. These strategies will be evaluated for their feasibility of use in the metropolitan area. Alternative transit services will be a focus of this endeavor.

### Corridor and Feasibility Studies

The transportation plan deals with the transportation system at a macroscopic level. Corridor and feasibility studies examine

specific areas of the system at more refined levels. The emphasis of corridor studies is to estimate travel demands and develop alternative strategies for mitigating congestion from new developments. This process is often referred to as site impact analysis. Feasibility studies assist in the decision making process by evaluating alternatives and determining the most viable solution. The integration of these studies provide for continuous evaluation of the system with special attention to potential problem areas.

#### **IMPLEMENTATION**

The transition from a selected plan of recommended transportation policies and improvements to implemented services and facilities requires cooperation and commitment from the entire community. This includes federal, state, and local governments with "grass roots" support of the local residents. The planning process represents the first stage of implementation.

Following the planning process, implementation for specific improvements are introduced to the Transportation Improvement Program (TIP). The TIP is a five-year capital improvement plan for highway and transit projects. Improvement projects are selected from either the long-range transportation plan or Transportation System Management (TSM) program for inclusion in the TIP.



Planning support must accompany each project in the TIP for it to be eligible for state and federal assistance. The TIP tracks projects through various stages of implementation including preliminary engineering, right-of-way acquisition, and construction. The TIP is a valuable tool governing project implementation. Its status is gaining importance due to recent federal legislation.

Implementation will be assisted through a process of phasing large scale transportation projects. This process simply segments large improvements into several manageable projects allowing the gradual disbursement of resources. While this practice has not been used extensively in the past, it will become necessary in this area for implementing capital intensive projects.

The planning process included participation from citizens, local implementing agencies, and state and federal officials. The implementation process requires the same collaborative commitment. This consolidated effort at every phase of the planning process has established a solid platform from which implementation of the selected plan can begin. The plan will serve as a guide for transportation investments and service decisions shaping the future transportation system.

APPENDIX A

1985 SOCIOECONOMIC DATA

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## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
1	533	340	469	1111	286	186	639
2	545	352	373	2286	651	299	1336
3	60	71	507	5372	1382	483	3507
4	406	254	442	4011	545	84	3382
5	543	508	737	1866	907	100	859
6	2731	1626	1577	1884	268	79	1537
7	1136	560	706	314	57	134	123
8	470	203	309	936	295	615	26
9	2028	878	1194	510	9	492	9
10	1021	444	564	1323	129	1132	62
11	3857	1699	2311	710	120	400	190
12	1019	449	611	600	300	197	103
13	2193	881	1612	57	2	22	33
14	1025	417	609	194	121	12	61
15	1520	714	1071	447	196	103	148
16	1860	1022	1707	885	124	83	678
17	726	399	459	216	56	132	28
18	1348	741	971	200	133	6	61
19	2412	1363	2181	531	90	63	378
20	1550	585	965	173	49	24	100
21	1951	879	1327	737	524	156	57
22	673	289	523	15	0	4	11
23	1682	722	1357	239	166	16	57
24	339	144	271	972	545	81	346
25	740	332	614	86	14	71	1
26	2364	1037	1690	555	411	126	18
27	845	245	412	2852	120	0	2732

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
28	21	6	10	337	133	4	200
29	156	67	125	374	266	87	21
30	1209	506	936	242	48	10	184
31	568	233	273	118	44	66	8
32	2146	954	1116	435	90	291	54
33	1762	534	716	786	88	471	227
34	935	382	344	630	66	398	166
35	0	0	0	505	92	370	43
36	81	44	51	172	45	73	54
37	1487	612	949	91	22	56	13
38	1743	591	756	333	21	148	164
39	55	32	85	1222	38	1175	9
40	145	54	68	710	9	658	43
41	2066	698	991	119	37	79	3
42	2656	973	1450	29	9	20	0
43	2531	882	1111	385	5	313	67
44	567	249	321	113	32	31	50
45	2070	835	977	224	32	186	6
46	891	467	724	1041	299	539	203
47	2274	1058	1238	533	141	38	354
48	17	14	21	2207	2	2180	25
49	1421	553	647	214	92	30	92
50	2128	946	1183	2734	560	27	2147
51	2195	889	1191	458	189	117	152
52	1919	810	1166	752	318	114	320
53	2339	1004	1416	246	203	5	38
54	2970	1092	1704	213	87	6	120

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
55	3031	1318	1792	165	35	16	114
56	1932	855	1300	1177	52	774	351
57	1	2	18	661	0	661	0
58	181	65	88	768	6	759	3
59	1264	514	802	158	24	70	64
60	289	106	241	646	512	94	40
61	1705	696	1114	232	184	15	33
62	10	4	6	191	0	191	0
63	1106	375	563	745	231	302	212
64	750	410	541	308	57	94	157
65	175	51	106	451	56	115	280
66	632	222	491	2644	5	2513	126
67	35	13	23	18	0	18	0
68	875	305	570	141	27	7	107
69	355	113	237	51	0	46	5
70	99	34	109	805	23	738	44
71	324	111	359	0	0	0	0
72	176	66	213	53	0	0	53
73	93	29	59	0	0	0	0
74	84	27	50	5	0	0	5
75	316	102	190	8	0	0	8
76	221	88	143	2241	43	21	2177
77	1361	605	980	131	37	94	0
78	409	187	733	812	247	157	408
79	492	194	413	915	234	295	386
80	1275	802	1003	236	173	25	38
81	218	123	512	6816	385	6300	131

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
82	772	333	773	1051	312	498	241
83	1210	545	954	1150	300	700	150
84	13	6	11	2128	2030	51	47
85	4	2	8	3034	550	2184	300
86	794	436	846	2330	1675	400	255
87	945	519	1007	1650	1200	250	200
88	1102	510	801	346	179	37	130
89	1568	726	1140	748	650	30	68
90	3	1	7	320	69	0	251
91	14	5	62	1836	5	168	1663
92	2940	2000	3240	461	418	26	17
93	699	304	675	170	13	14	143
94	2108	698	1438	61	30	16	15
95	359	130	319	199	158	17	24
96	419	155	335	29	11	16	2
97	140	51	105	14	2	12	0
98	899	333	719	115	25	60	30
99	3173	1175	2538	40	20	10	10
100	1852	586	1242	98	20	33	45
101	1703	539	1143	130	80	20	30
102	2288	724	1535	191	150	33	8
103	2186	724	1491	1301	45	16	1240
104	2633	905	2163	83	34	31	18
105	2988	925	2063	828	610	27	191
106	3143	973	2170	140	70	20	50
107	532	191	458	151	0	20	131
108	920	312	683	86	18	2	66

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
109	895	334	778	16	6	7	3
110	767	295	625	726	60	126	540
111	1297	484	905	348	242	30	76
112	1021	446	852	604	144	70	390
113	792	280	804	179	97	55	27
114	1128	627	771	585	573	3	9
115	1	2	6	328	303	23	2
116	463	224	484	752	463	128	161
117	1875	672	1304	455	264	25	166
118	1375	493	956	658	400	8	250
119	302	127	237	42	15	12	15
120	175	101	360	584	85	399	100
121	0	0	0	48	36	0	12
122	0	0	0	300	2	291	7
123	0	0	0	2063	0	2063	0
124	189	68	137	668	234	320	114
125	655	240	523	819	29	729	61
126	738	337	549	149	101	42	6
127	0	0	0	3	0	0	3
128	0	0	0	1538	0	1418	120
129	10	5	9	648	1	322	325
130	1	1	2	1	1	0	0
131	45	21	38	218	1	138	79
132	1392	480	859	143	50	7	86
133	1365	420	1050	135	69	6	60
134	1189	444	866	3	2	0	1
135	1226	610	921	101	63	35	3



## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
136	791	290	516	48	48	0	0
137	1827	734	1160	122	72	6	44
138	1673	585	1041	113	55	57	1
139	2087	803	1301	69	5	31	33
140	2751	1123	1853	59	16	4	39
141	2100	861	1438	58	10	17	31
142	1004	368	648	60	56	4	0
143	165	56	153	850	393	219	238
144	1270	555	888	86	45	34	7
145	2208	905	1421	81	46	1	34
146	1663	699	1167	128	84	2	42
147	2362	1074	1794	162	119	24	19
148	1841	687	1333	55	12	13	30
149	612	255	444	207	117	15	75
150	2526	842	1625	181	128	34	19
151	1961	757	1310	373	200	48	125
152	510	220	396	20	20	0	0
153	1633	695	1362	168	100	0	68
154	1135	483	947	253	34	99	120
155	2297	1089	2026	1282	264	862	156
156	954	440	783	660	116	435	109
157	285	105	173	406	49	233	124
158	1231	443	908	562	5	438	119
159	12	6	11	228	5	196	27
160	374	120	206	269	174	4	91
161	901	334	818	429	284	27	118
162	188	89	180	1551	26	10	1515

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
163	1067	462	933	101	28	30	43
164	892	472	897	28	20	0	8
165	153	81	155	903	490	198	215
166	2801	1273	2355	795	450	45	300
167	341	155	287	391	121	120	150
168	730	241	496	48	30	9	9
169	1448	478	985	59	25	25	9
170	109	37	69	26	0	4	22
171	50	17	32	0	0	0	0
172	91	31	58	10	10	0	0
173	86	29	54	0	0	0	0
174	121	37	70	0	0	0	0
175	154	47	89	2	2	0	0
176	2550	836	1722	0	0	0	0
177	3373	1106	2278	138	4	11	123
178	249	76	144	229	0	0	229
179	764	233	443	0	0	0	0
180	506	197	370	16	2	6	8
181	1086	362	684	71	8	9	54
182	273	91	172	10	0	0	10
183	213	83	156	12	0	12	0
184	230	75	141	0	0	0	0
185	161	54	102	0	0	0	0
186	147	49	92	0	0	0	0
187	84	28	53	62	18	0	44
188	93	31	58	0	0	0	0
189	75	25	47	4	4	0	0

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
190	167	56	106	0	0	0	0
191	46	15	27	27	20	7	0
192	42	14	26	91	0	80	11
193	292	97	182	22	7	15	0
194	120	40	75	23	8	15	0
195	346	155	290	0	0	0	0
196	42	19	36	0	0	0	0
197	152	68	126	14	10	4	0
198	62	28	53	0	0	0	0
199	73	27	50	0	0	0	0
200	190	70	132	704	124	39	541
201	103	37	68	2764	1146	1596	22
202	1154	376	703	108	0	9	99
203	305	102	193	8	1	2	5
204	126	42	79	0	0	0	0
205	178	52	97	0	0	0	0
206	346	101	189	15	0	2	13
207	234	79	149	6	5	0	1
208	681	278	520	42	14	7	21
209	229	70	107	0	0	0	0
210	813	366	611	30	20	0	10
211	369	174	303	49	37	10	2
212	366	122	239	1354	1211	14	129
213	1671	658	1257	231	212	0	19
214	838	505	843	478	398	76	4
215	816	297	594	360	351	0	9
216	2946	1259	2052	195	163	26	6

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
217	1225	552	922	556	449	54	53
218	1534	682	1487	112	88	3	21
219	2199	694	1180	79	4	13	62
220	190	58	89	177	7	25	145
221	155	50	95	18	0	6	12
222	252	81	152	0	0	0	0
223	208	67	127	0	0	0	0
224	218	70	132	55	0	30	25
225	19	8	22	0	0	0	0
226	1020	394	713	156	4	5	147
227	2120	620	1420	188	84	29	75
228	375	164	543	554	351	179	24
229	106	46	58	709	48	594	67
230	610	205	338	9	0	2	7
231	2808	1036	2300	1225	414	409	402
232	1016	375	833	440	150	40	250
233	1912	592	1006	48	10	18	20
234	1479	458	779	192	70	0	122
235	133	42	80	2	0	2	0
236	57	18	34	0	0	0	0
237	196	63	120	0	0	0	0
238	298	97	182	71	23	48	0
239	31	10	19	0	0	0	0
240	68	22	42	0	0	0	0
241	42	15	28	50	20	30	0
242	161	58	109	172	75	97	0
243	216	78	147	0	0	0	0

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
244	64	20	34	0	0	0	0
245	474	149	253	0	0	0	0
246	1634	554	1197	115	89	14	12
247	1578	535	1156	114	70	14	30
248	2586	859	2001	338	112	76	150
249	1776	590	1375	10	10	0	0
250	3437	1064	2075	323	41	81	201
251	1204	408	853	41	4	14	23
252	310	94	178	2	0	2	0
253	180	61	127	10	0	0	10
254	397	123	240	20	10	10	0
255	783	260	536	46	6	40	0
256	89	27	50	2	0	2	0
257	159	48	90	15	0	0	15
258	138	40	76	18	14	4	0
259	100	29	55	22	1	21	0
260	239	76	144	13	0	0	13
261	110	35	66	2	0	2	0
262	86	26	49	2	0	2	0
263	597	181	342	2	0	2	0
264	139	44	84	3	0	3	0
265	272	85	158	93	1	92	0
266	151	46	87	2	0	2	0
267	829	318	598	1765	163	1529	73
268	579	175	331	19	1	18	0
269	597	211	399	281	81	35	165
270	385	116	218	9	0	9	0

## 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
271	426	142	268	52	1	47	4
272	434	155	293	50	14	10	26
273	233	82	153	10	10	0	0
274	596	210	395	45	30	12	3
275	146	47	88	0	0	0	0
276	642	207	389	12	1	10	1
277	172	71	129	35	2	32	1
278	330	143	223	6	6	0	0
279	753	326	509	25	7	18	0
280	25	11	17	0	0	0	0
281	42	18	28	15	15	0	0
282	1244	389	914	155	54	52	49
283	93	27	61	0	0	0	0
284	2075	749	1543	186	62	16	108
285	654	236	486	596	380	16	200
286	1065	390	768	785	18	167	600
287	98	36	71	49	0	0	49
288	27	14	47	0	0	0	0
289	1622	807	1969	79	5	5	69
290	68	23	63	26	21	3	2
291	139	47	127	210	200	10	0
292	447	137	299	92	25	18	49
293	472	235	573	20	5	0	15
294	274	96	189	95	20	62	13
295	545	213	503	176	3	150	23
296	655	280	490	240	200	1	39
297	835	357	625	69	49	0	20

# 1985 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTOS	TOTAL EMP	RETAIL EMP	INDUST EMP	OTHER EMP
298	91	36	72	0	0	0	0
299	243	123	242	580	41	484	55
300	719	310	620	119	99	0	20
301	139	52	119	15	15	0	0
302	241	90	205	16	0	14	2
303	1539	503	875	116	35	54	27
304	716	234	407	310	121	28	161
305	347	133	265	140	50	30	60
306	202	62	117	50	0	0	50
307	303	93	176	493	15	10	468
308	83	24	45	0	0	0	0
309	1211	351	663	58	12	3	43
310	2016	638	1289	30	30	0	0
311	556	176	356	68	27	22	19
312	437	139	263	62	2	59	1
313	397	120	226	77	1	32	44
314	121	44	82	0	0	0	0
315	1097	399	750	432	34	304	94
316	328	99	186	76	1	25	50
317	941	295	555	23	7	8	8
=====	=====	=====	=====	=====	=====	=====	=====
Total:	271941	108004	191169	127166	36154	47287	43725

## APPENDIX B

### 2010 SOCIOECONOMIC DATA

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## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
1	340	270	386	2271	200	300	1771
2	700	345	359	2606	155	751	1700
3	80	30	57	8600	500	2100	6000
4	270	170	311	5836	150	950	4736
5	428	400	588	2188	100	1007	1081
6	2449	1550	1457	1323	79	268	976
7	1016	532	681	372	153	57	162
8	417	193	303	996	615	300	81
9	2039	864	1218	572	492	59	21
10	941	381	495	1547	1250	135	162
11	3215	1380	1946	978	500	250	228
12	1414	700	987	497	97	250	150
13	2083	875	1680	59	22	2	35
14	862	385	574	346	16	222	108
15	1519	700	1085	560	150	260	150
16	1663	990	1742	1057	83	274	700
17	511	265	305	472	132	230	110
18	1344	700	924	353	6	185	162
19	2438	1362	2247	605	63	110	432
20	1553	584	1016	203	24	50	129
21	1903	865	1341	814	156	550	108
22	650	289	552	20	4	0	16
23	1697	725	1436	312	26	200	86
24	323	144	285	1038	100	560	378
25	740	332	647	117	71	14	32
26	2317	1012	1720	633	126	480	27
27	164	70	124	3500	0	200	3300

# 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
28	784	335	593	630	5	65	560
29	100	45	89	440	100	235	105
30	1202	505	985	286	10	60	216
31	338	145	171	143	66	50	27
32	1472	800	952	609	370	175	64
33	1115	390	530	970	600	100	270
34	805	337	286	818	450	125	243
35	0	0	0	567	400	113	54
36	0	0	0	380	173	45	162
37	1336	571	908	148	56	60	32
38	1441	550	721	763	500	47	216
39	0	0	0	1288	1175	86	27
40	103	44	56	840	750	15	75
41	1600	620	905	182	100	50	32
42	2456	920	1417	59	23	15	21
43	1613	720	922	468	350	10	108
44	329	140	185	148	35	32	81
45	1738	776	923	267	200	40	27
46	640	370	588	1274	650	300	324
47	2013	1022	1216	657	50	175	432
48	10	7	11	2212	2180	5	27
49	1004	450	536	289	54	100	135
50	2081	925	1175	2200	35	300	1865
51	1949	840	1134	566	150	200	216
52	1806	775	1139	982	200	350	432
53	2435	990	1436	351	12	250	89
54	2797	1080	1739	268	6	100	162

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
55	2999	1304	1839	231	31	50	150
56	1722	820	1287	1245	774	72	399
57	4	2	3	750	750	0	0
58	135	55	76	779	759	10	10
59	1145	485	781	179	80	30	69
60	210	80	192	862	150	577	135
61	1645	700	1169	253	15	184	54
62	0	0	0	234	191	0	43
63	823	350	550	1130	600	260	270
64	742	401	537	363	94	80	189
65	114	51	111	513	115	56	342
66	599	235	557	2809	2600	20	189
67	32	13	24	32	26	0	6
68	827	305	595	219	7	50	162
69	507	173	386	85	46	0	39
70	116	38	126	2496	2315	100	81
71	185	187	655	50	0	0	50
72	156	67	229	152	50	0	102
73	104	36	74	50	45	0	5
74	119	44	82	216	0	0	216
75	394	133	249	0	0	0	0
76	168	81	131	2757	21	250	2486
77	1511	730	1234	204	130	37	37
78	330	150	293	1161	300	375	486
79	583	237	505	1235	503	300	432
80	1763	1130	1390	406	25	273	108
81	48	30	65	7445	6560	485	400

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
82	684	300	738	1290	550	470	270
83	1040	515	953	1355	650	505	200
84	0	0	0	2644	0	2520	124
85	0	0	0	3038	2190	600	248
86	1209	620	1271	2580	420	1900	260
87	853	550	1128	2095	0	1595	500
88	1639	680	1027	398	30	260	108
89	2156	1100	1661	850	30	500	320
90	5	2	4	530	10	120	400
91	5	5	13	2435	0	75	2360
92	3143	1905	3219	570	26	480	64
93	615	250	595	196	14	20	162
94	2158	1300	2821	90	20	50	20
95	393	150	393	261	17	170	74
96	459	170	391	95	25	50	20
97	2264	800	1488	50	0	25	25
98	1650	600	1380	250	0	180	70
99	2736	1090	2507	130	0	100	30
100	1513	520	1170	60	20	0	40
101	2392	800	1800	340	35	225	80
102	2001	690	1553	300	20	185	95
103	1482	600	1302	1337	12	20	1305
104	2508	950	2432	270	20	50	200
105	3833	1345	3094	800	30	610	160
106	2989	980	2254	220	20	110	90
107	681	285	678	209	20	0	189
108	960	365	850	108	2	25	81

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
109	848	335	838	48	7	31	10
110	722	318	716	1090	126	100	864
111	1135	500	985	452	44	300	108
112	1008	469	947	652	70	150	432
113	922	427	1332	367	55	175	137
114	1280	723	897	703	21	650	32
115	3	1	3	336	23	303	10
116	466	244	561	816	100	500	216
117	2337	950	1900	275	50	75	150
118	1216	550	1100	750	0	500	250
119	309	150	296	51	12	15	24
120	161	90	171	707	399	200	108
121	0	0	0	52	0	36	16
122	0	0	0	330	300	20	10
123	0	0	0	2071	2055	0	16
124	83	60	127	694	320	234	140
125	510	194	452	951	729	50	172
126	798	300	510	455	300	101	54
127	0	0	0	1003	1000	0	3
128	0	0	0	1641	1500	12	129
129	9	4	7	799	350	17	432
130	3	1	3	1	0	1	0
131	56	21	40	386	250	1	135
132	1314	476	890	188	20	60	108
133	1377	462	1243	184	6	70	108
134	1208	444	915	11	0	2	9
135	1204	590	915	125	35	63	27

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
136	742	290	542	63	5	48	10
137	1828	734	1196	160	6	100	54
138	1509	585	1094	172	75	70	27
139	2117	790	1335	90	31	5	54
140	2836	1108	1928	81	7	20	54
141	2128	858	1510	76	19	20	37
142	931	383	712	74	8	56	10
143	88	38	112	1178	346	500	332
144	1304	555	927	144	47	70	27
145	2174	880	1417	118	1	65	52
146	1496	680	1197	188	4	90	94
147	1998	925	1628	239	39	119	81
148	1753	690	1408	84	18	12	54
149	673	310	561	372	30	180	162
150	2024	800	1632	337	30	160	147
151	2320	1000	1820	293	26	130	137
152	885	375	705	287	48	175	64
153	1271	550	1133	230	0	160	70
154	1064	400	824	540	350	60	130
155	2150	1097	2161	1446	850	380	216
156	1025	440	823	968	650	140	178
157	257	100	174	540	300	75	165
158	1170	445	966	705	500	10	195
159	0	0	0	382	300	18	64
160	338	115	206	329	4	185	140
161	851	330	871	606	41	384	181
162	1283	570	1203	4217	41	176	4000

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
163	1426	660	1393	790	30	28	732
164	772	465	935	365	0	200	165
165	182	90	181	2050	250	1100	700
166	2824	1560	2933	1200	45	755	400
167	381	150	282	600	120	280	200
168	2532	1200	1560	190	35	30	125
169	2717	1100	1430	480	0	25	455
170	2169	900	1692	131	4	50	77
171	574	200	302	200	0	165	35
172	111	35	53	0	0	0	0
173	54	20	38	0	0	0	0
174	104	40	75	0	0	0	0
175	343	110	194	20	0	20	0
176	5015	1700	2567	125	10	0	115
177	4734	1800	2718	890	0	690	200
178	1017	315	554	290	0	0	290
179	1061	350	739	0	0	0	0
180	1727	550	809	100	15	30	55
181	1148	400	744	35	0	25	10
182	702	325	605	345	0	150	195
183	282	120	176	0	0	0	0
184	304	100	185	0	0	0	0
185	158	60	117	70	0	40	30
186	115	40	78	20	0	20	0
187	154	50	99	125	0	80	45
188	74	30	59	0	0	0	0
189	77	25	49	6040	6000	40	0



## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
190	218	70	138	160	60	80	20
191	83	29	51	52	7	45	0
192	62	25	49	160	100	10	50
193	326	125	246	215	150	10	55
194	169	55	108	90	50	10	30
195	823	350	690	75	40	0	35
196	51	20	39	170	80	30	60
197	204	70	138	45	30	0	15
198	153	50	99	0	0	0	0
199	221	80	158	170	30	50	90
200	146	55	109	1510	700	200	610
201	38	18	34	3708	3400	200	108
202	1639	527	964	221	9	50	162
203	492	165	327	25	5	0	20
204	103	35	69	90	0	0	90
205	206	70	138	0	0	0	0
206	415	145	286	62	30	0	32
207	237	129	252	103	10	50	43
208	897	300	594	75	7	14	54
209	317	115	178	50	0	50	0
210	1178	430	727	550	0	500	50
211	729	370	670	260	61	37	162
212	941	550	1144	2206	34	1740	432
213	1591	660	1327	355	0	280	75
214	963	535	942	677	99	500	78
215	790	297	627	469	0	390	79
216	2895	1500	2550	381	50	250	81

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
217	1242	650	1099	280	55	100	125
218	1509	722	1689	162	3	125	34
219	2144	710	1250	98	13	4	81
220	496	160	408	245	25	0	220
221	328	100	195	30	30	0	0
222	367	120	234	0	0	0	0
223	190	70	137	0	0	0	0
224	358	120	234	205	70	50	85
225	45	20	59	427	400	0	27
226	1151	505	954	1281	940	17	324
227	2030	700	1708	291	29	100	162
228	332	150	543	630	179	370	81
229	67	30	38	695	594	29	72
230	493	180	306	29	2	0	27
231	2335	905	2154	1800	700	500	600
232	1097	430	1023	350	0	150	200
233	2492	890	1593	318	18	100	200
234	1500	505	904	100	0	50	50
235	464	160	312	158	50	54	54
236	140	50	98	0	0	0	0
237	243	80	158	0	0	0	0
238	234	90	178	100	50	30	20
239	206	60	119	40	0	20	20
240	62	20	40	60	30	15	15
241	59	20	40	280	230	0	50
242	374	135	269	475	270	85	120
243	431	150	299	140	50	40	50

2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
244	194	50	78	0	0	0	0
245	1162	350	546	0	0	0	0
246	3511	1320	2693	125	35	90	0
247	1746	580	1183	245	0	90	155
248	2299	830	2034	450	75	175	200
249	2392	800	1960	50	0	0	50
250	4288	1370	2480	228	0	0	228
251	2619	900	1890	188	0	38	150
252	566	200	396	0	0	0	0
253	786	290	609	14	14	0	0
254	1352	460	833	370	80	140	150
255	1524	550	1194	58	26	10	22
256	243	90	178	0	0	0	0
257	169	60	119	55	25	0	30
258	209	75	146	5	0	5	0
259	279	75	146	25	25	0	0
260	635	175	336	72	6	50	16
261	257	90	173	0	0	0	0
262	277	100	198	65	0	50	15
263	1373	475	941	50	20	25	5
264	389	110	211	0	0	0	0
265	397	129	239	98	92	1	5
266	155	55	99	2	2	0	0
267	1331	445	868	1908	1600	200	108
268	768	250	468	24	18	1	5
269	783	270	535	329	35	100	194
270	520	177	333	9	9	0	0

## 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
271	561	215	419	58	47	1	10
272	670	253	501	78	10	14	54
273	644	230	442	20	0	20	0
274	514	200	384	85	45	30	10
275	520	200	362	40	5	25	10
276	1132	400	724	40	5	25	10
277	1140	400	748	412	32	200	180
278	1052	400	632	175	15	80	80
279	1414	612	967	245	15	130	100
280	416	140	221	40	0	40	0
281	502	200	316	0	0	0	0
282	1510	500	1225	341	148	85	108
283	85	45	108	0	0	0	0
284	2539	910	1957	484	16	348	120
285	381	220	473	298	16	70	212
286	85	34	70	1082	367	29	686
287	1128	400	824	70	0	0	70
288	604	266	979	0	0	0	0
289	2840	1088	2709	50	0	0	50
290	455	120	350	1800	0	0	1800
291	1215	500	1460	662	50	350	262
292	1536	800	1688	201	18	75	108
293	670	299	745	425	15	298	112
294	1991	787	1582	325	125	100	100
295	335	140	351	373	200	65	108
296	736	263	481	200	0	200	0
297	814	403	737	1235	875	250	110

# 2010 SOCIOECONOMIC DATA

ZONE	POP	DWELL UNITS	AUTO	TOTAL EMP	INDUST EMP	RETAIL EMP	OTHER EMP
298	630	300	636	814	750	0	64
299	291	150	314	814	584	122	108
300	704	340	717	204	0	150	54
301	146	55	133	25	7	6	12
302	272	95	229	42	13	9	20
303	1707	680	1204	72	18	16	38
304	1026	380	673	29	7	6	16
305	1330	500	1055	523	43	210	270
306	200	60	115	100	0	0	100
307	493	145	277	645	25	20	600
308	250	90	150	0	0	0	0
309	2434	775	1294	180	5	10	165
310	3069	1100	1782	155	0	80	75
311	1584	550	891	135	20	80	35
312	880	283	473	79	59	2	18
313	606	200	376	170	35	20	115
314	350	135	263	0	0	0	0
315	1350	500	975	725	500	60	165
316	432	135	254	75	25	0	50
317	1013	358	677	49	8	7	34
===== Total:	===== 315289	===== 130270	===== 237969	===== 185178	===== 67230	===== 48266	===== 69682

## APPENDIX C

# ROADWAY DESIGN STANDARDS

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# ROADWAY DESIGN STANDARDS<sup>1</sup>

Classifiacation	Design Design Traffic (DHV	Access Control	Pavement <sup>2</sup> Width (ft)	Median Width (ft)		Right- of-way Width (ft
				Max	Min	
Grade Separated Roadways						
Freeway-6 urban	Over 4,000	Full	2 at 38	60	40	300 <sup>3</sup>
Freeway-4 urban	2,800-4,400	Full	2 at 26	60	40	300 <sup>3</sup>
Freeway-6 rural	Over 4,000	Full	2 at 38	60	40	300
Freeway-4 rural	2,800-4,400	Full	2 at 26	60	40	300
Expressway-6	Over 3,200	Partial	2 at 38	60	40	200
Expressway-4	2,400-4,000	Partial	2 at 26	60	40	200
Rural Roadways						
Arterial Highway-4	1,500-3,300	Partial or none	2 at 24	50	40	180
Arterial Highway-2	-1,600	Partial or none	24	None		150-180
Collector Highway-4	900-2,000	None	48	None		120
Collector Highway-2	-1,000	None	24	None		100-120
Local Road	Less than 1,000	None	24	None		80



# ROADWAY DESIGN STANDARDS<sup>1</sup>

Classifiacation	Design Design Traffic (DHV)	Parking	Pavement Width (ft)	Median Width (ft)	Walk and Boarder	Right- of-way Width (ft)
Urban Roadways						
Primary Arterial 6 lane divided	2,100-3,800	None	2 at 38	16	2 at 16	120
Primary Arterial 4 lane divided	1,000-2,200	None	2 at 26	16	2 at 15	100
Primary Arterial 4 lane Partial Access Control	1,000-2,000	None	50 <sup>4</sup>	4	2 at 13	80
Primary Arterial 2 lane Undivided Left turn lanes	-1,200	None	26-38	None	2 at 21-27	80
Secondary Arterial 4 lane divided	1,000-2,600	None	2 at 26 <sup>5</sup>	16	2 at 15	100 <sup>5</sup>
Secondary Arterial 4 land undivided	1,000-2,000	None	50 <sup>5</sup>	None	2 at 15	100
Collector Roadway 4-lane	900-2,000	None	50 <sup>5</sup>	None	2 at 15	80
Collector Roadway 2-lane	-1,000	None	26 <sup>5</sup>	None	2 at 27	80
Local Street	Less than 1,000	Both Sides	36	None	2 at 12	60
Local Street	Less than 500	One Side	27	None	2 at 11.5	50

NOTES:

<sup>1</sup>Standards for all streets are closely related to the character of abutting land-use, natural features, the volume of traffic to be accommodated, and construction requirements. Standards are applied for all new construction and for complete reconstruction projects.

<sup>2</sup>Plus shoulders if no curb and gutter:

	<u>Right</u>	<u>Left (divided roadways)</u>
Freeway	10	6
Expressway	10	6
Primary Arterial	10	2
Secondary Arterial	8	2
Collector	8	NA
Local or Residential	6	NA

<sup>3</sup>100 feet less if frontage roads if frontage roads are not required.

<sup>4</sup>Plus 12-foot left-turn lane where major left-turn movements exist.

<sup>5</sup>Eight foot parking lanes can be added to these streets if necessary and if additional right-of-way is available.



APPENDIX D

**TRANSPORTATION SYSTEM  
MANAGEMENT PROJECTS**

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TRANSPORTATION SYSTEM MANAGEMENT PROJECTS-FY93

Adams Center Road b/t Tillman Road and SR 469

Anthony Boulevard and entrance to Southtown Mall Intersection

Anthony Boulevard and Coliseum Boulevard Intersection

Anthony Boulevard b/t Vance Avenue and St Joe River Drive

Ardmore Avenue and Lower Huntington Road Intersection

Ardmore Avenue b/t Covington Rd and Nuttman Rd and Intersections

Areawide Ridesharing Program

Auburn Road and Clinton Street Intersection

Auburn Road b/t Cook Road and SR 469 Off Ramp

Bass Road and Leesburg Road Intersection

Bicycle Transportation

Brookwood Drive and US 24/30 Intersection

Calhoun Street and Pettit Avenue Intersection

Clinton Street and Coldwater Road Intersection

Clinton Street and St Joe Center Road Intersection

Coldwater Road and Coliseum Boulevard Intersection

Coldwater Road b/t Coliseum Boulevard and Clinton Street

Coldwater Road b/t Ridgemoor Drive and Cook Road

Coldwater Road b/t Noble Drive and Collins Drive

Coliseum Boulevard b/t Speedway Drive and Sherman Boulevard

Coverdale Road b/t Dalman Road and Lafayette Center Road

Covington Road and Smith Road Intersection

Covington Road b/t Homestead Road and entrance to Covington Plaza

Dartmouth Drive and Washington Center Road Intersection

Decatur Rd/Paulding Rd, Hanna St/Paulding Rd, and  
Hanna St/Decatur Rd Intersections

Doty Road and Norfolk Southern Railroad Intersection  
Dupont Road and Auburn Road Intersection  
Evard Road and St Joe Road Intersection  
Ewing St/Main St and Fairfield Ave/Main St Intersections  
Ferguson Road b/t Winchester Road and Indianapolis Road  
Getz Road b/t Wilmarbee Drive and n/o Breconshire Drive  
Hamilton Road and Norfolk Southern Railroad Intersection  
Hartzell Road and Norfolk Southern Railroad Intersection  
Hartzell Road b/t US 24 to Nelson Road and Intersections  
Homestead Road and Norfolk Southern Railroad Intersection  
Homestead Road b/t Covington Road and Aboite Center Road  
Jefferson Boulevard and South Bend Drive Intersection  
Jefferson Boulevard and Washington Boulevard Juncture  
Lafayette Street and Pettit Avenue Intersection  
Lake Avenue and Randallia Drive Intersection  
Landin Road b/t Trier Road and North River Road  
Leesburg Road and Norfolk Southern Railroad Intersection  
Liberty Mills Road b/t US 24 and Homestead Road  
Lower Huntington Road and Baer Field Thruway Intersection  
Lower Huntington Road and Smith Road Intersection  
Maplecrest Road b/t Stellhorn Road and Rothman Road  
Mayhew Road/Leo Road/Dupont Road Intersections  
Meyer Road and Moeller Road Intersection  
Nelson Road and Estella Road Intersection  
Parnell Avenue and Spy Run Avenue Extended Intersection  
Pleasant Center Road and Norfolk Southern Railroad Intersection  
Reed Road and Trier Road Intersection

Reed Road b/t Trier Road and Vance Avenue

Rothman Road and St Joe Road Intersection

Rothman Road b/t Maplecres Road and St Joe Road

Runnion Avenue and Norfolk Southern Railroad Intersection

Scott Road b/t Covington Road and SR 14

Spring Street and Lindenwood Avenue Intersection

State Boulevard and Conrail Railroad Intersection

State Boulevard and Lahmeyer Road Intersection

State Boulevard and Wells Street Intersection

St Joe Center Road b/t Lahmeyer Road and Schwartz Road

St Joe Road b/t Maplecres Road and Schwartz Road

Tillman Road and Conrail Railroad Intersection

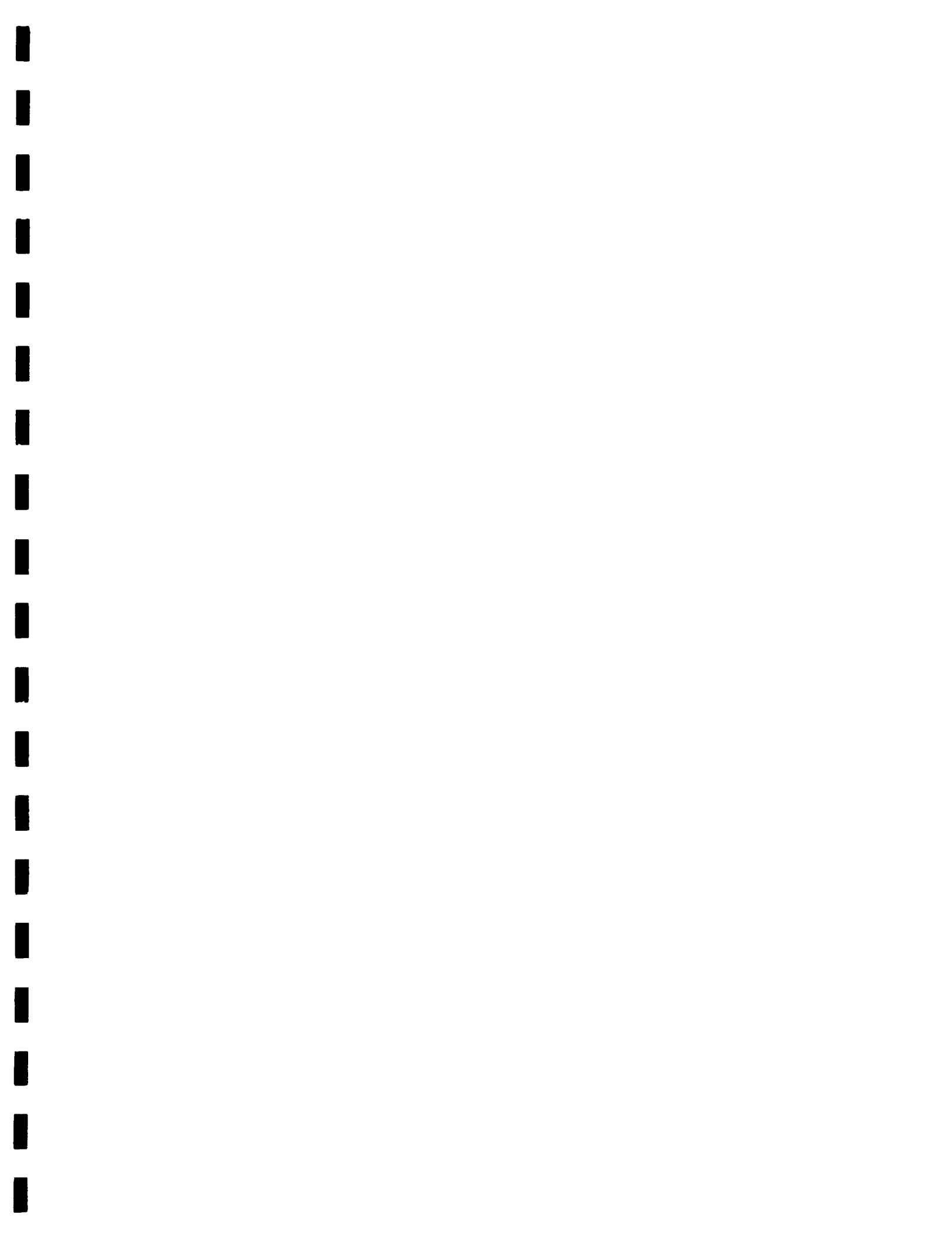
Washington Center Road and entrance to Bishop Dwenger High  
School/Northwood Jr High School Intersection

Washington Center Road b/t SR 3 and US 33

Winchester Road b/t Lower Huntington Road and SR 469









## THE CITY OF FORT WAYNE

CITY-COUNTY BUILDING • ROOM 122 • FORT WAYNE, INDIANA 46802 • 219-427-1208

SANDRA E. KENNEDY, CITY CLERK

June 16, 1992

Ms. Connie Lambert  
Fort Wayne Newspapers, Inc.  
600 West Main Street  
Fort Wayne, IN 46802

Dear Ms. Lambert:

Please give the attached full coverage on the dates  
of June 19 & June 26, 1992, in both the News Sentinel  
and Journal Gazette.

RE: Legal Notice for Common Council  
of Fort Wayne, IN

Bill No. G-92-04-34  
General Ordinance No. G-27-92  
Transportation Plan

Please send us 3 copies of the Publisher's Affidavit from  
both newspapers.

Thank you.

Sincerely yours,

Sandra E. Kennedy  
City Clerk

SEK/ne  
ENCL: 1

LEGAL NOTICE

Notice is hereby given that on the 9th day of  
June, 19 92, the Common Council of the City  
of Fort Wayne, Indiana, in a Regular Session did pass  
the following Bill No. G-92-04-34 -- General  
Ordinance No. G-27-92 to-wit:

NO. BILL NO. G-92-04-34

GENERAL ORDINANCE NO. G-27-92

AN ORDINANCE amending the Municipal  
Code of the City of Fort Wayne,  
Indiana, Chapter 21, Sections 21-4,  
21-5 and 21-6 to adopt the  
Transportation Plan for the City of  
Fort Wayne titled "Allen County  
2010: A Transportation Plan for the  
Metropolitan Area:

WHEREAS, the Northeastern Indiana Regional  
Coordinating Council has prepared a Transportation Plan  
for the future development of the City of Fort Wayne in  
accordance with local, state and federal statutes; and

WHEREAS, the Northeastern Indiana Regional  
Coordinating Council in accordance with the policies of  
the Urban Transportation Advisory Board did have  
public/agency input on the development of the  
Transportation Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF  
THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That Chapter 21, Sections 21-4, 21-  
5 and 21-6 of the Code of the City of Fort Wayne,  
Indiana, is hereby repealed and the following is hereby  
substituted:

Section 21-4: That the Transportation Plan,  
for the future development of the City of Fort Wayne,  
bearing date of May, 1992, and titled "Allen County 2010:  
A Transportation Plan for the Metropolitan Area," as  
prepared and adopted by the Northeastern Indiana Regional  
Coordinating Council and duly reviewed by the Fort Wayne  
Plan Commission at a business meeting on March 23, 1992,  
be and hereby is adopted as a part of the Fort Wayne  
Master and Comprehensive Plan.

Section 21-5: That said Transportation Plan,  
dated May, 1992, is hereby incorporated, by reference,  
and made a part of this Ordinance under authority of the

Section 21-6: That said Transportation Plan,  
dated May, 1992, be and remain filed in the Office of the  
Clerk of the City of Fort Wayne, Indiana.

SECTION 2. That this Ordinance shall be in  
full force and effect from and after its passage and any  
and all necessary approval by the Mayor and due legal  
publication.

Cletus R. Edmonds

Cletus R. Edmonds  
Council Member

Read the third time in full and on motion by Edmonds, and  
duly adopted, placed on its passage. PASSED by the following vote:

Ayes: Eight  
Edmonds, GiaQuinta, Henry, Long, Lunsey,  
Ravine, Schmidt, Talarico  
Nays: None  
Abstained: None  
Absent: One  
Bradbury

DATED: 6-9-92

Sandra E. Kennedy  
City Clerk

Passed and adopted by the Common Council of the City of  
Fort Wayne, Indiana as General Ordinance No. G-27-92 on the 9th day  
of June, 1992

ATTEST: SEAL

Sandra E. Kennedy  
City Clerk

Thomas C. Henry  
Presiding Officer

Presented by me to the Mayor of the City of Fort Wayne,  
Indiana, on the 10th day of June, 1992, at the hour of 11:30  
o'clock A.M., E.S.T.

ATTEST: (SEAL)

Sandra E. Kennedy  
City Clerk

Approved and signed by me this 11th day of June, 1992, at  
the hour of 3:50 o'clock P.M., E.S.T.

Paul Helmke  
Mayor

I, The Clerk of the City of Fort Wayne, Indiana do hereby certify  
that the above and foregoing is a full, true and complete copy of  
General \_\_\_\_\_ Ordinance No. G-27-92,  
passed by the Common Council on the 9th day of  
June, 1992, and that said Ordinance was  
duly signed and approved by the Mayor on the 11th day of  
June, 1992, and now remains on file and  
on record in my office.

WITNESS my hand, and the official seal of the City of Fort Wayne,  
Indiana, this 11th day of June, 1992.

SEAL

SANDRA E. KENNEDY, CITY CLERK



FW Common Council

(Governmental Unit)

To:

The News-Sentinel

Dr.

P.O. Box 100

Fort Wayne, IN

County, Indiana

## PUBLISHER'S CLAIM

## LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of type in which the body of the advertisement is set)  
-- number of equivalent lines

Head -- number of lines

Body -- number of lines

Tail -- number of lines

Total number of lines in notice

## COMPUTATION OF CHARGES

94 lines, 1 columns wide equals 94 equivalent lines  
at .495 cents per line

\$ 46.33

Additional charge for notices containing rule or tabular work  
(50 percent of above amount)

Charge for extra proofs of publication (\$1.00 for each proof in excess of two)

1.00

TOTAL AMOUNT OF CLAIM

\$ 47.33

## DATA FOR COMPUTING COST

Width of single column 12.5 ems

Number of insertions 2

Size of type 6 point

Pursuant to the provisions and penalties of Chapter 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: June 26, 19 92

Title: Clerk

## PUBLISHER'S AFFIDAVIT

State of Indiana )

) ss:

Allen County )

Personally appeared before me, a notary public in and for said county and state, the undersigned Cindy Gillenwater who, being duly sworn, says that he/she is Clerk of the The News-Sentinel newspaper of general circulation printed and published in the English language in the (city) (town) of Fort Wayne, IN in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time, the dates of publication being as follows:

6/19, 26/92Subscribed and sworn to before me this 26th day of June, 19 92

Notary Public Whitley County, IN  
SHELLEY R. LARUE

My commission expires: March 3, 1994



FW Common Council  
(Governmental Unit)

To: The Journal-Gazette  
P.O. Box 100  
Fort Wayne, IN Dr.

County, Indiana

PUBLISHER'S CLAIM

LINE COUNT

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Pursuant to the provisions and penalties of Chapter 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Cindy Gillenwater

Date: June 26, 19 92

Title: Clerk

PUBLISHER'S AFFIDAVIT

State of Indiana )  
) ss:  
Allen County )

Personally appeared before me, a notary public in and for said county and state, the undersigned Cindy Gillenwater who, being duly sworn, says that he/she is Clerk of the The Journal-Gazette newspaper of general circulation printed and published in the English language in the (city) (town) of Fort Wayne, IN in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time, the dates of publication being as follows:

6/19, 26/92

Cindy Gillenwater

Subscribed and sworn to before me this 26th day of June, 19 92

Shelley R. Larue  
Notary Public Whitley County, IN  
SHELLEY R. LARUE

My commission expires: March 3, 1994



Michael Bookmyer and Kara Stoiche

Transportation Plan; and  
NOW, THEREFORE, BE IT ORDAINED BY THE  
COMMON COUNCIL OF THE CITY OF FORT  
WAYNE, INDIANA:  
SECTION 1. That Chapter 21, Sections 21-4, 21-5  
and 21-6 of the Code of the City of Fort Wayne, Indi-  
ana, is hereby repealed and the following is hereby  
substituted:  
Section 21-4: That the Transportation Plan, for the  
future development of the City of Fort Wayne, bear-  
ing date of May, 1992, and titled Allen County 2010:  
A Transportation Plan for the Metropolitan Area, as  
prepared and adopted by the Northeastern Indiana  
Regional Coordinating Council and duly reviewed by  
the Fort Wayne Plan Commission at a business  
meeting on March 23, 1992, be and hereby is adopt-



FW Common Council

(Governmental Unit)

To:

The News-Sentinel

Dr.

P.O. Box 100

Fort Wayne, IN

County, Indiana

## PUBLISHER'S CLAIM

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Charge for extra proofs of publication (\$1.00 for each proof in excess of two)

1.00

\$ 47.33

## LEGAL NOTICE

Notice is hereby given that on the 9th day of June, 1992, the Common Council of the City of Fort Wayne, Indiana, in a Regular Session did pass the following Bill No. G-92-04-34 -- General Ordinance No. G-27-92 to-wit:

NO. BILL NO. G-92-04-34  
GENERAL ORDINANCE NO. G-27-92

AN ORDINANCE amending the Municipal Code of the City of Fort Wayne, Indiana, Chapter 21, Sections 21-4, 21-5 and 21-6 to adopt the Transportation Plan for the City of Fort Wayne titled Allen County 2010: A Transportation Plan for the Metropolitan Area:

WHEREAS, the Northeastern Indiana Regional Coordinating Council has prepared a Transportation Plan for the future development of the City of Fort Wayne in accordance with local, state and federal statutes; and WHEREAS, the Northeastern Indiana Regional Coordinating Council in accordance with the policies of the Urban Transportation Advisory Board did have public/agency input on the development of the Transportation Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. That Chapter 21, Sections 21-4, 21-5 and 21-6 of the Code of the City of Fort Wayne, Indiana, is hereby repealed and the following is hereby substituted:

Section 21-4: That the Transportation Plan, for the future development of the City of Fort Wayne, bearing date of May, 1992, and titled Allen County 2010: A Transportation Plan for the Metropolitan Area, as prepared and adopted by the Northeastern Indiana Regional Coordinating Council and duly reviewed by the Fort Wayne Plan Commission at a business meeting on March 23, 1992, be and hereby is adopted as a part of the Fort Wayne Master and Comprehensive Plan.

Section 21-5: That said Transportation Plan, dated May, 1992, is hereby incorporated, by reference, and made a part of this Ordinance under authority of the Acts of the General Assembly of the State of Indiana. Section 21-6: That said Transportation Plan, dated May, 1992, be and remain filed in the Office of the Clerk of the City of Fort Wayne, Indiana.

SECTION 2. That this Ordinance shall be in full force and effect from and after its passage and any and all necessary approval by the Mayor and due legal publication.

Cletus R. Edmonds  
Council Member

Read the third time in full and on motion by Edmonds, and duly adopted, placed on its passage.

PASSED by the following vote: Ayes: Eight

Edmonds, GiaQuinta, Henry, Long, Lunsey,

Ravine, Schmidt, Talarico

Nays: None

Abstained: None

Absent: One

Bradbury

DATED: 6-9-92

Sandra E. Kennedy

City Clerk

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana as General Ordinance No. G-27-92 on the 9th day of June, 1992

ATTEST:

Sandra E. Kennedy

City Clerk

Thomas C. Henry

Presiding Officer

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 10th day of June, 1992, at the hour of 11:30 o'clock A.M., E.S.T.

ATTEST:

Sandra E. Kennedy

City Clerk

Approved and signed by me this 11th day of June, 1992, at the hour of 3:50 o'clock P.M., E.S.T.

Paul Helmke

Mayor

I, The Clerk of the City of Fort Wayne, Indiana do hereby certify that the above and foregoing is a full, true and complete copy of General Ordinance No. G-27-92 passed by the Common Council on the 9th day of June 1992, and that said Ordinance was duly signed and approved by the Mayor on the 11th day of June, 1992, and now remains on file and on record in my office.

WITNESS my hand, and the official seal of the City of Fort Wayne, Indiana, this 11th day of June, 1992

SANDRA KENNEDY, CITY CLERK

6-19-92

IM

ST

5 ems

2

nd penalties of Chapter 155, Acts 1953,

going account is just and correct, that the amount  
allowing all just credits, and that no part of the

, 19 92

Title:

Clerk

## PUBLISHER'S AFFIDAVIT

State of Indiana )

) ss:

Allen County )

Personally appeared before me, a notary public in and for said county and state, the undersigned Cindy Gillenwater who, being duly sworn, says that he/she is Clerk of the The News-Sentinel newspaper of general circulation printed and published in the English language in the (city) (town) of Fort Wayne, IN in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time , the dates of publication being as follows:

6/19, 26/92

Subscribed and sworn to before me this 26th day of June, 19 92

Notary Public Whitley County, IN  
SHELLEY R. LARUE

My commission expires: March 3, 1994



FW Common Council  
(Governmental Unit)  
County, Indiana

To: The Journal-Gazette  
P.O. Box 100  
Fort Wayne, IN  
Dr.

PUBLISHER'S CLAIM

LINE COUNT

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(50 percent of above amount)

Charge for extra proofs of publication (\$1.00 for each proof in excess of two)

1.00

TOTAL AMOUNT OF CLAIM

\$ 47.33

DATA FOR COMPUTING COST

Width of single column 12.5 ems  
Number of insertions 2  
Size of type 6 point

Pursuant to the provisions and penalties of Chapter 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Cindy Gillemutale

Date: June 26, 19 92

Title: Clerk

PUBLISHER'S AFFIDAVIT

State of Indiana )

LEGAL NOTICE  
Notice is hereby given that on the 9th day of June, 1992, the Common Council of the City of Fort Wayne, Indiana, in a Regular Session did pass the following Bill No. G-92-04-34 -- General Ordinance No. G-27-92 to-wit:  
IO. BILL NO. G-92-04-34  
GENERAL ORDINANCE NO-G-27-92  
AN ORDINANCE amending the Municipal Code of the City of Fort Wayne, Indiana, Chapter 21, Sections 21-4, 21-5 and 21-6 to adopt the Transportation Plan for the City of Fort Wayne titled Allen County 2010: A Transportation Plan for the Metropolitan Area:  
WHEREAS, the Northeastern Indiana Regional Coordinating Council has prepared a City of Fort Wayne for the future development of the City of Fort Wayne in accordance with local, state and federal statutes; and WHEREAS, the Northeastern Indiana Regional Coordinating Council in accordance with the policies of the Urban Transportation Advisory Board did have public/agency input on the development of the Transportation Plan; and  
NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:  
SECTION 1. That Chapter 21, Sections 21-4, 21-5 and 21-6 of the Code of the City of Fort Wayne, Indiana, is hereby repealed and the following is hereby substituted:  
Section 21-4: That the Transportation Plan, for the future development of the City of Fort Wayne, bearing date of May, 1992, and titled Allen County 2010: A Transportation Plan for the Metropolitan Area, as prepared and adopted by the Northeastern Indiana Regional Coordinating Council and duly reviewed by the Fort Wayne Plan Commission at a business meeting on March 23, 1992, be and hereby is adopted.

as a part of the Fort Wayne Master and Comprehensive Plan.  
Section 21-5: That said Transportation Plan, dated May, 1992, is hereby incorporated, by reference, and made a part of this Ordinance under authority of the Acts of the General Assembly of the State of Indiana. Section 21-6: That said Transportation Plan, dated May, 1992, be and remain filed in the Office of the Clerk of the City of Fort Wayne, Indiana.  
SECTION 2. That this Ordinance shall be in full force and effect from and after its passage and any and all necessary approval by the Mayor and due legal publication.  
Cletus R. Edmonds  
Council Member  
Read the third time in full and on motion by Edmonds, and duly adopted, placed on its passage.  
PASSED by the following vote: Ayes: Eight  
Edmonds, GiaQuinta, Henry, Long, Lunsey, Ravine, Schmidt, Talarico  
Nays: None

Abstained: None  
Absent: One  
Bradbury  
DATED: 6-9-92

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana as General Ordinance No. G-27-92 on the 9th day of June, 1992

ATTEST:  
Sandra E. Kennedy  
City Clerk  
Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 10th day of June, 1992, at the hour of 11:30 o'clock A.M., E.S.T.  
ATTEST:  
Sandra E. Kennedy  
City Clerk

Approved and signed by me this 11th day of June, 1992, at the hour of 3:50 o'clock P.M., E.S.T.  
Paul Helmke

I, The Clerk of the City of Fort Wayne, Indiana, hereby certify that the above and foregoing true and complete copy of General Ordinance G-27-92 passed by the Common Council on the day of June 1992, and that said Ordinance signed and approved by the Mayor on the day of June, 1992, and now remains on file in my office.  
WITNESS my hand, and the official seal of the City of Fort Wayne, Indiana, this 11th day of June, 1992.  
SANDRA KENNEDY, CITY CLERK

2 time, the dates of publication being as follows:

6/19, 26/92

Cindy Gillemutale

Subscribed and sworn to before me this 26th day of June, 19 92

Notary Public Whitley County, IN  
SHELLEY R. LARUE

My commission expires: March 3, 1994